

Issue 210

23 March 1996

CBW

Coach and Bus Week

The PSV industry's news weekly

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a hot prospect
for UK**

Seatbelt guide

Wrays goes Plaxton

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CBW

Coach and Bus Week
The PSV industry's news weekly

AS councils place their own interpretation on the loose framework of the school seatbelt regulation, it is becoming apparent that a few are sidestepping its spirit. Councils are faced with a straight choice - the continuation of three-for-two using buses, or the deliberate, if gradual, policy of seatbelting school coaches, and seating one-for-one. For, make no mistake, the decision rests with councils.

Berkshire has announced a policy which, if not perfect, at least paves the way for operators to seatbelt vehicles. Through re-organising contract patterns, it hopes to mitigate against rising costs, though it accepts there will be an extra cost, not just this year, but for the next two years as each step of the regulation is introduced.

Durham, however, takes the view that, if it's legal, it's OK. Though it denies having suggested exploiting the loopholes by setting speed limiters to 60 mph, or having told operators to remove seatbelts so they can continue three-for-two, we have no doubt that it is relying heavily on the creativity of operators to keep its school bus costs down.

Against a backdrop of offering free school transport from two miles away, instead of the legal minimum of three, perhaps Durham can morally argue the case for maintaining its better-than-average status quo.

It's hard to predict what will happen as the legislation comes into force; it may well depend on council attitude. But it's hard to imagine anything but an inexorable move towards newer, better-equipped school transport. The impact on council budgets may be severe since, in the last eight years, lowest-cost tendering has managed to peg prices down and create the ugly sister of the coach industry - an ancient fleet, with some of its vehicles poorly maintained and driven around for pocket money. The bill some councils will find themselves paying in the next two years is for a deficit of investment, largely created by their own policy of failing to set standards higher than the absolute minimum.

And suddenly, the words of one council officer are ringing in our ears. That the safety issue is not whether school buses have seatbelts, but whether children walk to school.

Coach and Bus Week is published by Emap Automotive, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
Tel 01733 467000 Fax 01733 467154
Editor
Mike Morgan 01733 467139
News editor
Mark Williams 01733 467140
Production editor
Frank Forster 01733 467142
Tourism editor
William Golden 01733 467141
Northern news editor
Andrew Jarosz 01132 566505
Designer
Tina Golden 01733 467143

Business development manager
Hugh Cairns 01733 467151
Assistant advertisement manager
Mike Moore 01733 467145
Advertisement team leader
Julia Hinkins 01733 467144
Display telesales executive
Lee Puffett 01733 467148
Classified telesales executives
Neil Mason 01733 467147
Michelle Wood 01733 467146
PA to publishing director
Lisa Wilson 01733 467157
Group production manager
Nicky Curd 01733 467121
Production assistants
Debi McGowan 01733 467123
Suzanne Porter 01733 467124

Publishing director
Mark Barton 01733 467136
Managing director
Ian Griffin 01733 467007

Classified Advertising 01733 467144
Subscriptions Jazz Walshe, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough Tel 01733 467048 Fax 01733 467002
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Contents

NEWS **4-12**

Durham Council school bus policy under fire; Vehicle Inspectorate goes public; Robinsons has new direction; Skills fits Black Box recorders; last Dominator leaves Dennis; Optimos get factory-fit air-con; outside lane ban causes Heathrow hassle

LEGAL NEWS **14&15**

Commissioner cuts waiting time at Paisley's bus stops; Black Horse keeps licence in "exceptional circumstances"; White Eagle Lines launches appeal

TOUR NEWS **16**

Northern Ireland tourism buoyant despite ending of ceasefire; Bowens visits province and Eire for cream of Ireland

MARKSMAN **18&19**

Decide if you must fit seatbelts with an easy-to-use flow chart

DIARY **21**

Sweeties from CPT; bus stop mutt in doghouse; UFO councillor missing after coach trip

LETTERS **22**

Star rating needed for whole operation; Driving Standards Agency hits back at Skillplace comments

MANUFACTURING **24-26**

Exclusive visit to Iveco's Spanish plant shows how EuroRider aims to conquer British market

DEALS AND DEALERS **28&29**

Wrays updates with Plaxton Premiere on Volvo; Dash Darts for Blue Bus; while Bluebird goes for UVG CitiStar Iveco; Steels celebrates with Century; and MTL spends £2.3 million on low-floor

PEOPLE **47**

Chapman Stevens gets staff and insurance scheme from Hamilton Barr



events

27 March: LPG, a Clean and Efficient Motor Fuel — Conference at the Commonwealth Conference and Events Centre, London. Details from LP Gas Association, Alma House, Alma Road, Reigate, Surrey RH2 0AZ, tel 01737 224700, fax 01737 241116

27 March: CTC Charity Ball, Forte Crest, Birmingham, 7.30pm. Tickets from Derrick Alsop on 0115 973 2260

27&28 March: British Travel Trade Fair, NEC, Birmingham. Details from Reed Exhibitions on 0181 910 7896

15-18 April: Policies Not Politics, CPT Scottish Conference, Turnberry Hotel, Ayreshire. Contact Peter Thompson on 0141 6394984

17-18 April: Smart Cards in Transport, Practical Progress and the Way Ahead, second international conference, the Landmark Hotel, London. Details from International Conference Group on 0181 743 8787, fax 0181 740 1717

17 April: Regional Planning Guidance Will Affect You - Royal Town Planning Institute Northern Branch all-day, Durham County Hall. Details on 0191 222 7812

18 April: Buses Worldwide meeting, Fred Tallent Hall, Drummond Street, London NW1. David Corke on Cyprus, the past 10 years. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

18-19 April: Getting Public Transport Ready for the 21st Century. Nottingham Transport Conference and Exhibition 1996, University of Nottingham. Details from Ann Chapman, Conference Secretary, CICC, PO Box 14, Cambridge CB1 5EN, tel 01223 881622, fax 01223 881604

20-21 April: Brighton Coach Rally, Madeira Drive, Brighton. Contact Paul or Anne Cousins, Coach Displays, tel 0181 842 0056, fax 0181 842 0070

24-25 April: 1996 Minibus and Fleet Management Conference, Excelsior Hotel, Heathrow, London. Details from Debra Huntley on 0171 582 3872, fax 0171 735 1299

▼ Coach

County denies 'use lo

DURHAM County Council has denied it is attempting to buck the end of the three-for-two rule by demanding con-

by Mark Williams

tract operators remove seatbelts from coaches.

At a meeting of the

'We've never asked operator to

council with operators, assistant education officer Keith Bates said that, as

long as operators could keep three-for-two and stay within the legislation, Durham was happy to accept their tenders. Operators who had fitted belts in anticipation of the 1 May deadline and cannot provide extra capacity to cope with children displaced by the end of the three-for-two rule, will have to hand in their contracts.

But Mr Bates dismissed as "nonsense" suggestions made by the Confederation of Passenger Transport's northern region that he asked operators to remove seatbelts. He said that, in fact, the council had set aside an additional £0.5 million in



Durham City Coaches: md warns two-tier school transport on the way

Complete review by Berkshire CC

BERKSHIRE is re-organising its school transport routes as the three-for-two rule change affects contracts.

The Royal County of Berkshire is conducting a complete review of its services, via consultancy Babbie, and restructuring entire networks where any existing operator cannot comply with the new rules. This has chiefly happened where coaches used on

'three-for-two' contracts have been fitted with seatbelts.

"The legislation offers operators a number of opportunities to comply," said transport co-ordinator Philip Frost. "The council's position is to move towards one-to-one seating, not to exploit loopholes. And the appropriate answer is, we feel, to review and replan networks."

Mr Frost said the result was that Berkshire is looking for additional capacity and has budgeted accordingly but will try to make efficiency savings where it can. Operators have been sent letters ending existing contracts and inviting bids for a new round of tendering, based on the re-jigged services. Most of the affected contracts will end on 26 April.

▼ Manufacturing

Still flowering, but...

THE £6.5 million cost of restructuring Walter Alexander held back the 1995 performance of Mayflower - which bought Alexander in August.

Mayflower's turnover, on a like-for-like basis, was up 30 per cent at £175.8 million and operating profit up 47 per cent at £14.4 million. Including Alexander, profits rose 70 per cent to £15.5 million and turnover 47 per cent at £202.3 million.

Alexander's final quarter contribution,

after costing £23.9 million, was £26.4 million turnover and £1.1 million profit. The current order book stands at £77 million, and further cost cutting is in prospect as Mayflower introduces more modern panelling procedures and reduces fixed overheads.

A full order book for subsidiaries Motor Panels UK and IAD UK and Europe contributed most of the rest. These two companies are being merged as Mayflower Vehicle Systems Inc.

▼ Stop Press ... Stop Press ... Stop Press

Q Drive sells bus ops

Q DRIVE has sold its Bee Line and London Buslines bus businesses to former London Buses subsidiary, CentreWest for £7.65m.

The operations in total comprise about 180 buses, 450 staff and had a turnover of £13.0m in 1995.

Sale proceeds are expected to boost managing director Len Wright's coaching ambitions and rail privatisation opportunities through the Prism consortium.

The group retains AVE Berkhof dealership and Limebourne coaches.

After Q Drive bought 21-

vehicle Limebourne last August, he said he would consider other coach acquisitions and promised investment in new vehicles.

Six Scania/Berkhofs and 20 Dennis/Berkhofs go into Battersea-based Limebourne this year as the group makes decisive steps to becoming a major player on the London scene.

CentreWest was the first London Buses subsidiary sell-off when purchased for £25m by a management and workforce team led by managing director Peter Hendy in September 1994.

opholes' advice

remove seatbelts' - spokesman

its budget to cope with the extra cost.

"I explained at the meeting that the authority is not looking to avoid the legislation," Mr Bates told CBW. "Yes, we will select the cheapest vehicle if it meets the requirements of our contract. But suggestions of setting speed limiters below 60 mph came from operators."

Mr Bates said he doubted some operators could stay in business when faced with seatbelting their older vehicles. He said one operator he'd spoken to had such severe cash flow problems that he could not get a bank loan for the cost of the belts. He added that

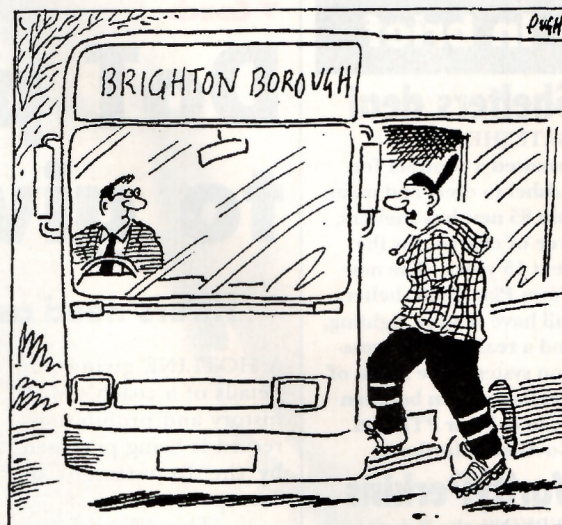
he had doubts whether operators in the north-east had the capacity to supply seatbelted vehicles for all existing education contracts.

Durham City Coaches' md Michael Lightfoot said the announcement would create a two-tier children's transport system.

"We had intended to fit belts throughout our fleet for Summer because schools now demand seatbelts for excursions. Soon, we'll have a situation where it's OK for children to go to school three to a seat without belts, but not if the coach is taking them anywhere else," said Mr Lightfoot.

"This industry was faced with huge pressure to be more professional and as safe as possible. We have done so and the council should be using the legislation for its purpose instead of being so negative," he added.

Mr Lightfoot's comments were echoed by the Confederation of Passenger Transport, whose northern regional chairman John Bell slammed Durham County Council's decision publicly, in a press release which went to local and national press. Mr Bell said the move flew in the face of Government policy and the real irony was that seatbelt legislation had been at the behest of local authorities.



"BURGER KING SINGLE, SMALL FRIES AND A COKE..."

▼ Bus

Blue Bus' tasty deal

AROUND 12 million Brighton Blue Bus tickets are worth a tasty bonus at Burger King. A deal between the restaurant chain and the local transport operator gives money off meals: "Burger King has done the cause of public transport proud thanks to some generous and tempting meal offers," said Brighton Blue Bus planning manager Neil Maguire.



GMS Buses worker directors (l to r) Gary Griffiths, Eddie Cullie and Paddy Fitzpatrick with the first of the new Stagecoach Manchester buses

▼ Coach

Upgrade after buyout

DESPITE an earlier announcement that the familiar Manchester orange would be retained on GMS Buses after the Stagecoach takeover (CBW, 2 March), there's a new face on the streets this week. Although neither the Charterplan coaching arm nor Bennett Street-based GMS Training are affected, the trading name of the company changes to Stagecoach Manchester, first used on the 192 service sold to EYMS-owned Finglands last year.

Meanwhile, the first of a fleet of promised new buses brings in corporate stripes and

marks the start of a repaint programme for the company's 750 vehicles. Stagecoach says it is committed to raising standards in vehicle cleanliness and presentation. Staff uniforms will be updated and customer care training implemented.

Commercial director Ross Griffiths said: "Joining the Stagecoach Group gives us a real opportunity to upgrade our services to the travelling public. We believe that, with new buses and improved quality standards, customers will enjoy reliable, comfortable travel at attractive prices."

▼ Bus

New funds for capital

MINISTER for Transport in London, Steven Norris, joined members of the Corporation of London this week to celebrate £9 million of new funding for ambitious improvements to the capital's bus transport system. The new backing from the Government Office for London means the London Bus Priority Network (LBPN), is now funded to the tune of £20 million over three years.

CBW

INSIDE TRANSIT THIS WEEK

News

How much is a 1,000-vehicle bus company worth? FirstBus paid a total of £68 million for GMBN. And another £5.2 million for Portsmouth Transit. Can acquisitions be made to work with prices like that? The City seems to think so. Bus share prices - including FirstBus - have put on impressive gains over the last

two weeks. Rumours abound of an imminent takeover by Go-Ahead. What does commercial director, Chris Moyes have to say about it? Is there really a deal brewing with British Bus? And who's now favourite to win BR's jewel in the crown InterCity East Coast Main line? It's not Stagecoach or National Express.

Plus

What the MMC says about British Bus and Starline. Who's left at London Coaches. Which company is planning more competition for FirstBus in Bradford. And who's bidding for operation of a pioneering guided bus trial alongside Newcastle's Quayside?

Analysis

Buses are no longer poor relations at Henlys. Last year Plaxton, Northern Counties and Canadian bodybuilder Prevost contributed more profit to the company coffers than all of the car distribution business. So, was Prevost a good buy? How well is Northern Counties performing? Find out with our full

segmental analysis.

And don't forget...

What the national papers have been writing about the UK's public transport scene during the last fortnight - all covered by *Transit's* unique fax back service and backed up by our monthly analysis of the movements of the major bus shares. Can you afford to miss all this?

Fill in the subscription form NOW! Page 47

Coach and Bus Week ending 23 March 1996

In brief

Shelters deal

GATESHEAD has renewed a contract for Adshel to erect and maintain 85 new bus shelters, free of charge, for the next 15 years. The new Town Plan 2000 shelters will have seating, lighting, and a real-time information system - the result of a collaboration between Tyne & Wear PTE and Go-Ahead Northern.

VarityPerkins

PERKINS, the Peterborough-based engine manufacturer, has changed its name to reflect its American ownership. Parent company Varity's fourth-quarter profits are up to record levels — £25 million, up 11 per cent — on sales of £400 million.

Route planner

THE AA has released a low-cost route-planning programme for Windows-based PCs. A to B computes distance, journey time and cost between 15,000 places in Britain. It costs £15, plus £1.50 post and packing, direct from the AA on 01634 297123.

Transport law

ROAD Transport Law, by James Duckworth, has been released in its 13th edition. The 500-page volume examines all aspects of operation, and has four chapters exclusively devoted to PSV. It's available post free from Transport Law Services, 190 Goldsworth Road, Woking, Surrey GU21 1NF.

Anti-car slam

CARS are not as affordable as the Government believes, says the Retail Motor Industry Federation. In a criticism of the Government report Indicators of Sustainable Development for the UK, the RMIF says anti-car sentiment is emerging in the Government, and says increased car taxation and road pricing will not provide a solution to congestion.

Coach

DoT proposes hotline to give vehicle details

Hirers need as much info as possible says road safety minister

By Mark Williams

A HOTLINE giving out details of a coach's MoT history and prohibitions record is being proposed by the Department of Transport.

"The VI and the department receive a number of requests about the safety record of vehicles and operators," said Steven Norris, road safety minister. "In particular, people hiring coaches often want as much information as possible.

"I believe that, in the interests of road safety and open government, roadworthiness, prohibition and conviction records to vehicles and operators should be made available to anyone who wishes to have the information.

"Cowboy operators who run unsafe vehicles would then know their record would be available for public inspection."

The DoT has put the proposals out for consultation, but the immediate reaction from the industry was mixed.

"Of course, **Bennetts: 'not best way to do it,' says md Dick Bennett**

I'd welcome something like this," said Mike Anderson, of Andersons of Horsforth. "My clients are invited to the premises to see the vehicles and our operation but I must question why we, the coach industry, are being targeted.

"It seems to me the Department of Transport will attack us on any avenue. It's another turn of the screw, yet the Government is not coming to terms with the real problems in this industry."

Davies of Pen-cader's md Dewi Davies also said he had mixed

feelings: "The idea seems right, and we've nothing to hide but I'm concerned that some prohibitions will be for minor problems. The public doesn't understand that — to them it's black and white," said Mr Davies.

"Anything which hurts those operators who haven't a good record and doesn't hurt the rest is fine," said Dick Bennett, md at Bennetts of Newbury. "But this is not necessarily the best way to do it. It's a back-door way of getting the public to put pressure on operators. I'd rather see more resources thrown at enforcement."



Norris: open records

And school contract operator Roger Gretton, of Grettons of Peterborough, agreed: "This seems an odd thing to do. If the VI spent more time checking operators, it wouldn't be needed. I know operators who run eight vehicles from a pub car park. The DoT should get its priorities right."

An anonymous Scottish operator who has seen the proposal said: "If this does go ahead, and in the vein of apparently helping the public to make an informed choice, will it apply to airlines, so we can request from the CAA a report on Air 2000 air-frame-testing records, or hotel hygiene infringements?"



Measures to stop misinterpretation

THE DoT has promised five measures which it hopes will prevent misinterpretation of information.

- Details of prohibitions will be held back for a month, to allow time for appeals to be lodged
- No prohibitions older than 12 months will be notified, to allow for operators whose record has improved
- Details will be given in relation to the total fleet size

- Prohibition types and offences will be classified, in consultation with the industry, in order of seriousness, and whether the defect was, in the VI's opinion, the operator's fault
- Inquirers will be told that even the best-maintained vehicles can unexpectedly develop faults

At present, the VI does not collate information about operators' performance, so a full picture of an

operator's roadworthiness record will not be made available. Requests and replies — which will be charged at a nominal rate — will be in writing.

■ The DoT is to consult CBW on the proposals and we welcome comment from any reader. Address your letters to: Vehicle Check Proposal, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

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▼ Coach

Livery marks return to Plaxton

Operator now has faith in quality level

A DRAMATIC change of livery by long-established tour operator Robinsons of Great Harwood marks a return to Plaxton coaches and a departure from tradition by new managing director David Lord.

Having standardised on Van Hool-bodied DAF Bus MB230s but taking three Jonckheere/Volvos two years ago, the company turned to Kirkbys for four air-conditioned 49-seat Volvo B10Ms with Premiere 350 bodywork.

These first new Plaxtons for 12 years have added distinction as they carry a revised green and black livery with the Robinsons branding dominating the vehicle side.

Mr Lord, who recently took over as managing director when Alan Jones retired, said: "It is 15 years since we last modified our livery so we have taken the opportu-



Say R: striking new look represents the first livery change by Robinsons for 15 years

By David Barrow

nity to have a fresh, more eye-catching look.

"The coaches are all air-conditioned and fully seatbelted, as will be our fleet by the Summer."

Explaining the return to Plaxtons, Mr Lord said: "We have gone back to Plaxton after 12

years of buying continental because their quality has improved by leaps and bounds over the past couple of years."

The new Volvos will be used on European tours and some UK holi-

days. Robinsons, whose fleet now stands at 22 DAF Bus MB 230s and seven Volvo B10Ms, has changed its feeder interchange from Sandbach services on the M6 to Poplar 2000 Truck Stop at the M6/M56 interchange. This is primarily

used by trucks but offers services of a high standard suitable for coach passengers.

John Evans, coach market manager for Poplar 2000 Ltd, said he hoped to generate more business from some of the big tour companies.

▼ Coach

New season, new fleet, new work

FAMILY-owned Torrs Coaches has kicked-off the new season with a new fleet after taking over the ownership of its operating base and branching out into commercial fleet maintenance.

Established 33 years ago, Torrs is owned by husband and wife team, Chas and Enid Torr.

At the end of last season uncertainty over the future of their rented premises and a sellers' market for used coaches combined to encourage them to cut fleet size from 12 to eight.

However, a surprise

opportunity to buy the land and garage facilities at Nottingham's Colwick Industrial Estate was grabbed with both hands and the rejuvenated business went in search of new vehicles for its own-tour operation sold through a travel shop in the city centre.

A new 12-metre Volvo B10M/Plaxton Premiere was bought from Yeates and the first of up to four late-model second-hand vehicles followed.

The Premiere has 57 seats, curtains, and seatbelts. Delivered in white from Scar-



Team for two: husband and wife Chas and Enid Torr

borough, the coach had Torrs blue livery added in its own workshop.

Mrs Torr explained why maximum capacity without toilets had been specified. She

said: "We often get full loads on our tours and we plan the journey so that the passengers have regular stops, making the journey part of the holiday."

CBW

▼ Coach

Black Box to give Skills a flying start

Recorders being fitted in cabs

By Mike Morgan

SKILLS of Nottingham is fitting Black Box recorders in the cabs of its 50-strong fleet in a bid to cut insurance, operating and administrative costs.

Managing director, Nigel Skill, said: "Black Box vehicle monitoring equipment provides the technology necessary to raise safety standards and to make significant cost savings.

"It also provides easy access to high quality management data required to further improve the efficiency of this fast-growing business."

The Vigilant units, supplied by ICS Black Box

of Shepshed, monitor, record and warn the driver of: legal driving hours and statutory rest breaks; harsh brake applications; speeding; engine overheating; ABS malfunction; engine overheating; and low oil pressure.

In addition, the Vigilant unit automatically provides a continuous record of time, speed and distance covered. This data is recorded in a compact, driver-specific cartridge and downloaded into the company's computer system on a daily or weekly basis.



New Skills: driver training to include the use of the Black Box (inset)

Driver training includes use of the Black Box and how to use the data to adopt a more defensive style of driving.

Savings from improved clutch, brake and tyre life are anticipated and reduction in unnecessary engine idling

is expected to be an additional benefit calculated to save Skills around seven per cent of its fuel bill.

Chapman Stevens has recognised the experience of Black Box users in other industries and has offered Skills savings of up to 10 per cent on its

Coachsure insurance premiums. A further benefit is the accurate record of each and every journey, which should help coach operators combat the increasing number of spurious passenger claims for falls caused as a result of heavy braking.

▼ Coach

Gas power Advantage

A GAS-powered coach is in service with a Munich-based operator on city tours and sightseeing excursions.

The prototype vehicle is a Mercedes-Benz 0404 RH Advantage using a six-cylinder in-line M447h natural gas engine. Output is 238 bhp and, with 1:5.22 rear axle and ZF automatic gearbox, its top speed is 81 km/h (50 mph).

Unlike conventional 0404

coaches, the engine is mounted longitudinally with the radiator on the right side of the vehicle while the air intake, the exhaust system and rear silencer, catalytic converter, oxygen sensor and the battery compartment have been moved to the left.

Fuel is stored in eight pressurised composite design gas tanks within the first section of the luggage compartment immediately behind the front axle.



Mercedes-Benz prototype being used on tours of Munich

▼ Coach

Air-con for the Optimo

AIR-CONDITIONING is available for the first time as an option on new Toyota Optimos and as a £3,900 retrofit on existing vehicles.

Toyota has selected MAC-Hispacold to widen the appeal of its best-selling midicoach, and the lightweight system fits neatly and unobtrusively into the Optimo's Caetano body, using the same ducting as a conventional blower-type ventilation system. A condenser fits low down behind the front wheels on the offside of the Optimo and a compact evaporator sits in the ceiling at the back of the coach.

MAC-Hispacold's Heathrow and Gloucester workshops can supply and fit the unit in five days. Managing director John Goddard, said: "That's less than 10 per cent of the price of a new Optimo."

"Many Optimos carry discerning tour groups and corporate business clients, who expect air-conditioning when they're on



MAC-Hispacold for £3,900 the move and our system is tailored to fit what really is a large coach in miniature."

Silver Coach Lines of Edinburgh has ordered three, and one of the first is in service with Dave's Chauffeur Drive of Enfield. Proprietor, Dave Dicker, a former London Buses manager, replaced an older Optimo with an 18-seat Toyota demonstrator. He said: "After the past two hot Summers, I'm convinced that air-conditioning helps sell my coach to potential customers and I certainly wouldn't purchase another vehicle without it."

CBW

▼ Coach

Hill returns to Moseley

ALF Moseley's newly-opened Moseley Continental coach dealership at Shephed has gained another staff member from his brother Vin's Moseley (PCV) based in Doncaster.

Jim Hill returns to Alf Moseley Continental where he is responsible for after sales and new vehicle development, joining former-Moseley (PCV) salesman, Graham Jupp (CBW, 16 March).

He spent four and a half years as works manager at Moseley (PCV) travelling 140 miles a day to and from his home in Loughborough and is anxious to point out he has retained good relations with Vin Moseley, describing the Doncaster-based business "as a nice little company to work for."

▼ Coach and Bus

CPT in deal with the VI

CPT members can benefit from exclusive discounts of up to £50 per person on training courses run by the Vehicle Inspectorate following an agreement brokered by Bus & Coach Training.

BCT chief executive Mike Street said: "The VI's training has a very strong reputation in the industry and we are pleased to be able to give CPT members extra benefits and a one-stop booking procedure for the wide range of courses."

Off-the-peg courses include PSV inspection; drivers' hours and tachograph analysis; roadside checks; and brakes.

In addition, in-house training delivered by VI can be tailor-made to suit a company's own needs.

● Contact BCT on 01923 896607 or fax 01923 896881.

▼ Coach and Bus

Sea change at Coastliner

Wright interurban Volvo B10Bs replacing high-floor coaches

By Mike Morgan

YORKSHIRE Coastliner is replacing a quarter of its high-floor coach fleet with five, rear-engined Wright Endurance-bodied Volvo B10Bs usually specified for bus operation.

Tailored specifically for its urban and interurban service between Leeds and Whitby, the 49-seat Endurance bodies have been adapted by fitting a side locker on the nearside and interior luggage racks in addition to the standard luggage pen over the nearside front



Adapted for long-distance passengers

wheel. Callow Wright-bodied vehicles bought by Coastliner, which is owned by Blaze-field Holdings, although the group has 10 Endurances in its Sovereign Buses fleet in Hertfordshire.

& Maddox Urban 6 seats with headrests are fitted and Coastliner has specified soft-ceiling trim and double glazing.

They are the first

Operations manager, Brian Kneeshaw, said: "We wanted a quality product for our services and were particularly impressed by the good looks and finish of Wright's bodywork. We also like the strong and easily repaired bolted aluminium structure."

On the Coastliner express service, shallow

entrance steps come into their own to handle large numbers of shoppers travelling short distances around Leeds and York, but other passengers travel for up to two and a half hours with luggage.

▼ Bus

End of the line for the Dominator

IT'S the end of the line for Dennis's long-running Dominator double-deck chassis. After 19 years the last chassis, one of four for British Bus subsidiary London & Country, rolled out of the Guildford factory.

Although it brought the close of a chapter in Dennis's history, it opens a new era for its replacement, the new lighter Lance double-deck chassis which comes with Euro 2 Cummins C-series engine and a range of new features, including improved gangway width and increased seating capacity.

And for export markets the Dominator-derived high-capacity three-axle Dragon continues in production - the Dragon is popular in Hong Kong and Malawi and has recently re-introduced double-deck bus operation in Kenya.

The last Dominator was driven off the production line by bus production superintendent, Ray Bishop, who has been with the com-

pany since 1973 and was machine shop foreman when the Dominator was introduced.

By coincidence the last chassis will be bodied by East Lincs - the company which bodied the first

back in 1977. London & Country has specified lowheight bodywork and is also taking 10 East Lancsbodied Lances - combining the first of the new with the last of the old.

CBW



Last of its kind: the final Dominator - built for London & Country

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Rod Hibbard of Alexcars in Cirencester says: "We are delighted with the level of service received from everyone at Elite. They provide an extremely professional service and we can't recommend them highly enough".

▼ Bus

Decker roof lopped off

AN SMT bus carrying 40 football fans lost its roof under a low bridge in Edinburgh.

The double-deck with its load of Hearts fans struck a railway bridge in Gorgie while on its way to Tynecastle. Five passengers were taken to hospital with minor injuries. The bridge is signposted as being 13 feet three inches high.

● In East Kilbride, police are appealing for witnesses to an accident in which a 16-year-old boy died under a Strathclyde Buses double-decker.

Barry Dalrymple was "alighting through the open door of a moving bus", according to a police report. It is believed his clothes may have become caught in the door mechanism.

▼ Coach

Campaign shows nonsense of ban

Coaches need to turn right for airport but...

By Mike Morgan

CBW's campaign to end the iniquitous outside lane ban applied to coaches on Britain's motorways has exposed one of its most bizarre consequences.

Coaches leaving the Heathrow M4 spur for the airport's central bus station must turn right but are banned from the outside lane on the approach to the tunnel and, once in the tunnel, are unable to switch lanes.

Simon Archer, traffic admin manager for Green Line operator, County Bus & Coach, told

CBW about the difficulties now faced by drivers on its hourly service. He said: "Coaches on service 724 have to turn right into the central bus station at Heathrow Airport and thus need to be in the right-hand lane of the main tunnel.

"However, being banned from the right-hand lane of the M4 spur road, it is very difficult and dangerous for the coaches to cut right into the offside lane at the point where the motor-

way officially ends."

Mr Archer praised the police for taking a commonsense approach to the drivers' dilemma though, at a recent Heathrow consultative meeting, all operators were formally warned there was video surveillance throughout that stretch of motorway.


● Keep the reports flowing in. The main complaints are cars and HGVs hogging the middle lane. Already reported: Phillips Tours of Bewdley is taking photographic evidence; Berry's Coaches of Taunton is intro-

ducing its own video surveillance (CBW, 16 March).

The CBW outside lane report form last appeared in the 2 March issue.

It is designed to be photocopied by operators so that all coach drivers can have access to it. Return the forms to CBW as soon as possible.

At the end of the two-year trial, they will be presented to the Government along with evidence collated by the CPT.

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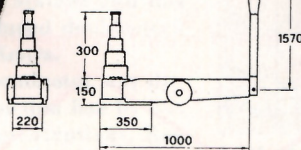
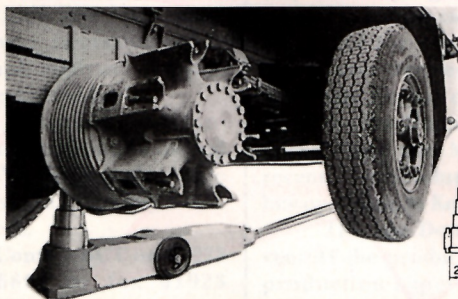
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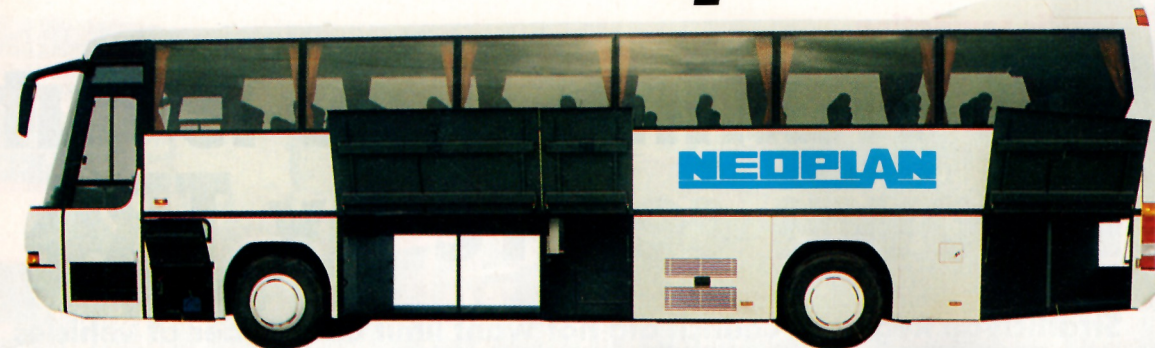
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VOLVO B10M VAN HOOL ALIZEE SH

1986 (C) 6 speed splitter gearbox, 28 reclining seats & courier seat, 8 tables, Sutrak air conditioning, Webasto, alloy wheels, radio/pa/cassette, 2 X TV & videos, rear saloon mounted toilet & rear kitchen with fridges, sinks, hot & cold water, over, storage cupboard, rollo blinds, double glazed, New MOT.

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7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door. Central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/pa system. MOT. 13.09.96

SCANIA K112 PLAXTON 4000

1985 (C) 72 reclining seats, 2 courier seats, toilet, drinks, repainted white, New MOT.

SCANIA K113 VAN HOOL ALIZEE

1994 (L) Telma retarder, 49 reclining seats, toilet, water boiler, servery, continental door, Webasto, double glazed tinted windows, New MOT

SETRA TORNADO 215HD

1992 (J) Man engine, 2F 7 speed gearbox, VBoith retarder, 49 reclining seats & courier seat, sunken centre toilet, continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/pa/system, 2 TV monitors and videos, drivers bunk, drivers door with wardrobe and central locking, New MOT.

DAF SB 3000 VAN HOOL ALIZEE

1989 (F) reclining seats, Webasto, drivers bunk, double glazing, foot rests, seat back nets, water boiler, fridge curtains, carpets, wired for TV & video, sunken centre toilet, continental door, New MOT.

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▼ Drivers' hours

Appeal against revoke decision



WHITE Eagle Lines has appealed to the Transport Tribunal against South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner's decision to revoke the company's O-licence and ban it from holding or obtaining one for two years.

The company, of 7 Cadogan Mansions, Sloane Square, London, appeared before the commissioner at an Eastbourne disciplinary inquiry in November because of breaches of the drivers' hours and tachograph regulations.

The commissioner was told a check on the company's tachograph records by Department of Transport traffic examiners had revealed a total of 105 breaches, including exceeding the daily driving limit and taking insufficient daily rest.

There were gaps in the charts, with over 30,000 kilometres not having been recorded.

In August 1995 the

A check on tachograph records had revealed 105 breaches, including exceeding the daily driving limit

company was fined £1,500 and ordered to pay £533 prosecution costs by Horseferry Road magistrates after being convicted of permitting drivers to take insufficient daily rest and the use of a vehicle without licence authority.

▼ Traffic regulation

Bus waiting time is cut in town centre by TRC

Strathclyde Regional Council did not want limit on number of vehicles



A **TRAFFIC** Regulation Condition restricting the time buses can wait on certain streets in Paisley town centre has been imposed by Scottish traffic commissioner Michael Betts from 9 April after a request from Strathclyde Regional Council.

In his decision, Mr Betts said concern had been expressed for a long time about congestion in Paisley town centre caused in part by the number of buses operating there. Following the publication of the council's request, a number of

Concern had been expressed for a long time about congestion in Paisley

operators sought more details of the proposals but substantive comment was only received from McGill's Bus Service Ltd.

The council had specifically invited the commissioner to consider the stopping of buses at certain locations, layovers and crew

by Michael Jewell

changes. It had not asked him to use the further powers he had to limit the number of vehicles used.

He had made two visits to Paisley, in mid-Summer 1995 and in early February. He was quite satisfied there was severe traffic congestion and there was considerable potential for danger to road users. The sheer number of buses caused congestion in that they were frequently too numerous to pull into the bus stops provided, causing tailbacks in the through traffic lanes. In addition they were sometimes unable to get into the bus stops, halting in the through traffic lanes to pick up and set down passengers.

The latter practice was extremely hazardous to passengers and other road users, and must not be permitted. Other dangerous practices he had observed included mounting kerbs or central reservations, dropping passengers at places other than recognised bus stops and the premature opening of bus doors. He

would expect all operators to issue clear instructions to their drivers to avoid these dangerous practices, said Mr Betts.

In not inviting him to use his wider powers to actually limit the number of buses using the area, he believed the regional council had shown restraint because a limitation of that nature could have a knock-on effect on passengers wishing to visit the town centre from outlying areas. He also acknowledged his own visits had occurred outside the main rush hours, albeit on both occasions there did appear to be a significant number of shoppers in the town.

The vast majority of buses he saw on both days were largely empty

The vast majority of buses he saw over something like a two-hour period on both days were largely empty, or certainly not carrying more than a handful of passengers. He hoped

the bus companies would reconsider the size of their buses and the frequency of their services, bearing that in mind. The council would, of course, retain the right to ask him to use those wider powers should they deem it necessary.

On a wider issue, he did not believe a TRC alone would resolve the Paisley problem, said the commissioner. He was neither a town planner nor engineer, but he found it surprising that the largest town in Scotland, which obviously had a real need of buses, should not have a bus station. It might also be that better traffic flow would be facilitated by the introduction of a one-way system or the like.

The council had asked him to restrict stopping at certain defined stops in the town centre. In some cases it considered a two-minute layover might be acceptable, but otherwise requested stopping be restricted to the amount of time necessary to set down and uplift passengers. He was also requested to consider layover timings at

▼ Maintenance

Black Horse Coaches keeps O-licence



"**EXCEPTIONAL** circumstances" over the issue of an immediate prohibition at annual test persuaded West Midlands traffic commissioner John Mervyn Pugh not to revoke Rose Worley's O-licence.

Mrs Worley, of 198 Black Horse Road, Longford, Coventry, who trades as Black Horse Coaches, of Coventry, appeared before the commissioner at a Birmingham disciplinary inquiry.

For Mrs Worley, Michael Carless said the proceedings arose out of a prohibition placed on a vehicle for quite substantial defects when it was presented for test.

In October 1994, deputy commissioner Roger Seymour suspended the licence until all Mrs Worley's vehicles had fresh MoT tests (CBW, 22 October 1994). In October 1995 she had ap-

plied for an additional vehicle and that was granted without a public inquiry after an inspection by a DoT vehicle examiner.

The vehicle at the test station had been out of service for approximately two months. The maintenance contractors were changed and the vehicle was sent into Simpsons of Coventry to be prepared and presented for test.

Mrs Worley had been

aware the vehicle was defective and she had not been prepared to put it on the road until it had been tested. The inspection record prepared by Simpsons unbelievably noted some of the defects later listed on the prohibition.

Mr Carless said he understood the mechanic who had taken the vehicle to the test station had been aware it was defective. Legal action of some sort would be



McGill's Bus Service: was only operator to offer substantive comment. It wanted two-minute layover at Gilmour Street

those locations, and the abolition of crew changes within the area of the TRC.

It transpired there was no formal definition of a layover. Most people accepted it implied a bus waiting longer than was specifically necessary to set down and uplift passengers. In some definitions it involved a distinct wait during or between registered services. In others it involved a driver rest period with no passengers aboard and the doors closed. For the purpose of the present consideration, he had considered the word in the widest context to embrace all or any of those definitions.

The council had suggested that a section of Old Sneddon Street, an under-used bus stop some 45 me-

tres long, could be used as an alternative layover stop.

For McGill's Bus Services, it had been put to him that a two-minute layover should be permitted at Gilmour Street (southbound) to assist in the operator's obligation to the travelling public.

It was also suggested the TRC be limited to 8 am to 6 pm on Monday to Saturday. In its response, the council did not object to the two-minute layover but considered the times of the TRC should be between 7.30 am and 6.30 pm Monday to Saturday.

The commissioner said the principal need was to keep traffic moving in Paisley. He could not accept any layover was appropriate if it created the po-

tential for tailbacks into through traffic lanes, or the possibility of other buses not being able to pull into bus stops.

He had witnessed examples of that at all the named bus stops in the pro-

The commissioner said the principal need was to keep traffic moving

posed TRC area. If a layover was necessary in the town centre, it should be timetabled into Old Sneddon Street. It had been put to him that stop might not be big enough. However, he thought it might be possible for the council to extend the length of that stop

should the need arise.

Buses could pause there and then and come into the congested area purely to pick up passengers. It should at least be tried. Within the congested areas, he saw no justification for any bus to wait longer than the bare minimum needed to set down and/or pick up passengers.

No evidence had been adduced of crew changes within the area, and he had seen no evidence of it happening on his most recent visit. It certainly was happening last year and was contributing then to the congestion. However well planned it might be, crew changes must inevitably create delays and so should not be permitted in the congested

area. Consequently, the commissioner imposed a condition, applying between 7.30 am and 6.30 pm from Monday to Saturday inclusive, which restricted PSVs from stopping for more than the minimum time required to set down and uplift passengers at bus stops in Central Road (eastbound), Gilmour Street (northbound opposite County Square and southbound south of County Place,) Gauze Street and High Street (west and eastbound) and in the vicinity of those locations. 'The vicinity' was defined as the stops immediately before and after the locations affected with the exception of Abercorn Bridge. No layovers or crew changes were permitted at those locations.

nce because of 'exceptional circumstances'

taken and Simpson's bill was being disputed. Mrs Worley had immediately changed her maintenance contractor. Mr Pugh said he was concerned there was no forward planner or nil daily driver defect reporting system but Mr Carless said that, on the day the vehicle examiner visited Mrs Worley, the flow chart had been taken down and taken to the new garage to be rejigged.

Mrs Worley said the

driver defect report books were left in the vehicles. She had initially made them personal to the drivers, as she had been advised to do at the last public inquiry, but drivers kept walking away with them and she lost so many books. However, Mr Pugh said that was poor management.

Mr Carless said the defects on the prohibited vehicle had been reported by the driver. It had been an

unbelievable situation. Mrs Worley had, in fact, done the right thing. Mr Pugh said it was an example of the fact someone could contract out their maintenance but they could not contract out their responsibility.

Producing unsolicited letters of support, Mr Carless said Mrs Worley operated two services in the early morning to Jaguar and Peugeot. If the licence was lost it would cause considerable

difficulty.

Mr Pugh pointed out he had always said prohibition notices endorsed as showing a significant maintenance failure led to revocation.

However, in this case he found there were exceptional circumstances so he was going to ignore the prohibition and issue Mrs Worley with a severe warning in relation to the other matters. But Mrs Worley really

had to tighten up, gain control over her drivers. He wanted her to write to them again, pointing out their responsibilities.

Leaving defect books in the vehicles also had to stop and they had to be made personal to the individual drivers.

He was going to ask the vehicle examiner to visit Mrs Worley to make sure her systems were working properly.

CBW

▼ UK

Buoyant business in Ulster

EXHIBITORS from Northern Ireland at this year's BTTF will be reporting buoyant business and a continued mood of optimism, despite concerns over the ending of the IRA ceasefire.

Judy Greig, exhibitions manager at the Northern Ireland Tourist Board, said the mood was positive. "Any cancellations in the past weeks have been made up for by new bookings. We are expecting a great deal of interest."

Coach operators were quick to introduce Ireland into 1995 programmes and the response led to many expanding 1996 programmes. Tour wholesaler Greatdays, which offered its first Ireland programme in 1995 and introduced two-

Exhibitors upbeat despite ending of the ceasefire

by William Golden

centre, cross-border tours for 1996, reports that much of its Ireland allocation for 1997 is already booked.

It is a similar story from another wholesaler, Albatross Tours. The company operates 500 tours a year into Ireland and, for 1996, introduced a four night, cross-border tour with two nights in Donegal and two nights in Portrush, which has sold well. New to their programme for 1997 is a tour featuring Dublin twinned with Morraghan, on the border and in easy reach of the Down coast.

Another exhibitor, Heritage Island, has been actively promoting 54 historic attractions throughout

Ireland to coach operators. One result of catering for the increasing coach trade was the opening of a coach park last October in Bangor. Attractions such as Belleek Pottery, in County Fermanagh, and the Irish Linen Centre, in Lisburn, are finding coach tour passengers are helping to swell visitor numbers.

New high-speed ferry services are expected to attract more operators to Ireland, where investment in new hotels continues. Stakis Hotels recently announced plans to build a £16.3 million hotel, conference centre and 18-hole

golf course at Templepatrick, County Antrim. Work on the 130-room, four-star property is expected to start this Autumn. In Belfast's Lanyon Place development, a 187-room Hilton is under construction and scheduled to open in the Spring of 1998.

Smaller independent hotels such as the Killyhevlin Hotel, at Enniskillen, are keen to cash in on the coach market potential.

Although plenty of business will be done at BTTF, the event has its lighter side. There will be regular entertainment and many exhibitors will be in appropriate costumes. Look out for cookery

demonstrations on the Shropshire stand; china-painting on the Stoke-on-Trent stand; crystal engraver David Whyman at work on the East Staffordshire stand; and cartoonist Rick Coleman on the Northumberland stand.

There also are chances to win weekend breaks in Guernsey, East Anglia, Derbyshire, Calderdale, Staffordshire, Brighton, Bristol, Norwich, Cornwall, Wales, and Paris.

● **British Travel Trade Fair 96 is in Hall 9 of the NEC, in Birmingham, on Wednesday and Thursday, 27 and 28 March. Operators who have not already applied for free tickets should ring the hotline on 01844 262728, or register on arrival.**



Cheers: the Bowens party toured Bushmills Distillery

▼ UK

Warm welcome dispels any fears

THE warmth of an Irish welcome was evident for a party of group organisers from the National Trust, several large companies and retired associations, who joined Bowens Travel on an educational to Ireland and Northern Ireland.

The five-day tour included an overnight stay in Dublin and visits to Armagh, Lisburn, Derry, the Giant's Causeway and the Bushmills Distillery.

Delia Richardson, for Bowens, said that any fears about the repercussions

of the ending of the ceasefire were dispelled by the hospitality. "When we were in Derry, we were made to feel like royalty, with dinner in the Guildhall hosted by the mayor and mayoress."

"Bowens was one of the first operators to include Northern Ireland in its tour programme. We did eight last year and anticipate exceeding that this year. I feel that other coach operators should consider the potential market and help to promote holidays there."

CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	12C/54F	Madrid	8C/46F
Amsterdam	3C/37F	Oslo	2C/36F
Berlin	1C/34F	Paris	8C/46F
Brussels	4C/39F	Rome	16C/61F
Dublin	3C/37F	Stockholm	2C/36F
Lisbon	11C/52F	Vienna	0C/32F
Luxembourg	5C/41F	Zurich	5C/41F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.56	Luxembourg	0.45
Belgium	0.54	Netherlands	0.55
Eire	0.58	Norway	0.74
France	0.50	Portugal	0.47
Germany	0.50	Spain	0.48
Greece	0.43	Sweden	0.65
Italy	0.59	Switzerland	0.65

(Courtesy AA Roadwatch)

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Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.15 Sch/£	Italy	2,343 Lire/£
Belgium	44.50 BFr/£	Netherlands	2.45 Gld/£
Denmark	8.43 K/£	Norway	9.52 Nkr/£
Eire	0.95 Punt/£	Portugal	225.50 Es/£
France	7.42 F/£	Spain	182.50 Pta/£
Germany	2.19 DM/£	Sweden	10.20 SKr/£
Greece	364 D/£	Switzerland	1.75 SFr/£

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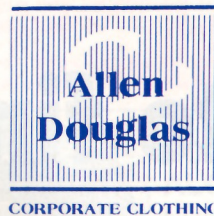
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Curtains, Radio & PA, Webasto, Telma.

1993 B10M GL PLAXTON EXCALIBUR
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& PA, Telma, Webasto, Aircraft Lockers, Crew Seat.

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1994 JAVELIN 240 PLAXTON PREMIERE 320
53 Reclining seats, Double Glazing, Power Door, Carpet.

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1992 TIGER 290 PLAXTON PARAMOUNT 111 3500
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How to find way through the maze

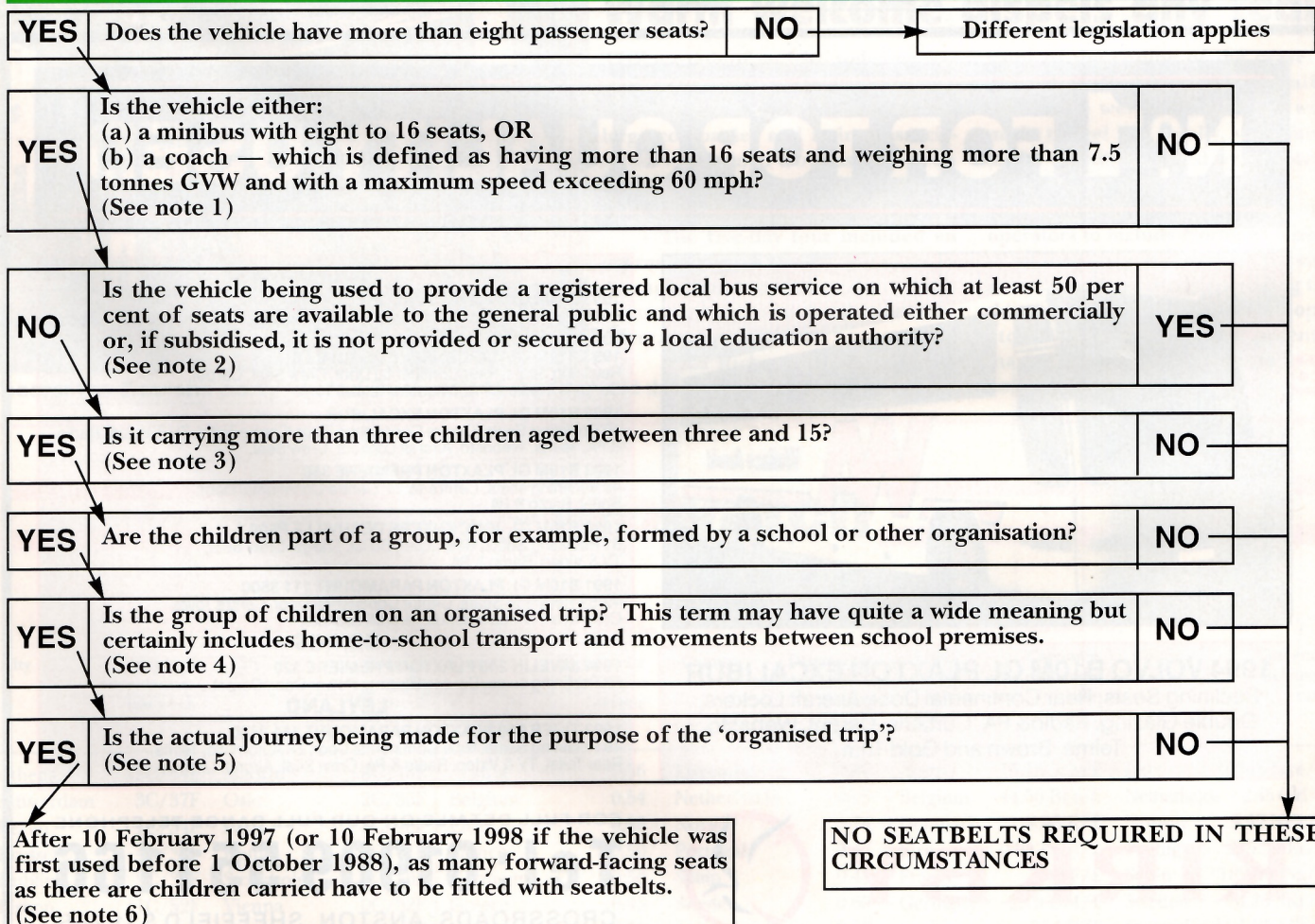


QUESTIONS about the seatbelt legislation abound. Rather than try to deal with them separately I have constructed a flow chart which may assist readers to find their way through this maze. Those with the courage and determination to study the actual legislation will discover it in the Road Vehicles (Construction and Use) (Amendment) (No.2) Regulations 1996 (S.I. 1996 No.163) and the Public Service Vehicles (Carrying Capacity) (Amendment) Regulations 1996 (S.I. 1996 No. 167). Beware, though, the words in these regulations are as convoluted as their titles. While I believe what follows to be a correct interpretation of this new law, some aspects of it could fall to be defined by the courts.



Will your vehicle have to have seatbelts fitted when the new regs apply?

THE MARKSMAN GUIDE TO THE NEW SEATBELT LAWS



Notes on seatbelts law table

Note 1: The words relating to speed quoted in the table above are those actually used in the Regulations. While a court might possibly decide they mean "capable of exceeding 60 mph" this is far from certain, so there is no guarantee that reducing the maximum setting of a speed limiter will remove vehicles from the scope of this legislation.

Note 2: As well as local bus services which are not secured by an education authority to provide school journeys being out of scope of seatbelt requirements, the regulations also exempt vehicles when they are being used wholly or mainly for the purpose of providing a transport service for the general public. This might well be thought to include express services and perhaps excursions and tours sold to the general public. However, the expression "transport service for the general public" is not defined in the C&U Regulations, but a very similar term in the Transport Act 1985 excludes excursions and tours from its definition.

Note 3: The Carrying Capacity Regulations (which include the 'three-for-two' exemption) hold that, "a child under five years of age who is not occupying a seat does not count as a passenger." But for the C&U Regulations the cut-in point is three and the reference is to the number of children being carried. The fact that three and four year olds do not count as passengers appears to be of no consequence to the requirement to provide seatbelts. Thus, even though, under the Carrying Capacity Regulations, three and four year olds do not need to have a seat, if they are carried in circumstances where seatbelts are required, a belted seat has to be available for them!

Note 4: 'Organised trip' is not defined. Colloquially in the coach industry the words trip and journey are used to mean the same thing. Clearly this is not the case here and the qualification of the trip being "organised" is suggestive of there being a person or body who has made arrangements for a group activity. Although the potential breadth of this term is conducive to uncertainty, it would seem likely that any private hire or con-

tract operation where the purpose is to take a group of children somewhere would, unless other exemptions apply, be in-scope. This would, for example, embrace activities from school and youth organisation outings through to hires to take a group of children to a birthday party at a leisure centre.

Note 5: A journey which is not part of an organised trip, irrespective of the number of children carried, will fall out-of-scope of this legislation. On this count, rather than as considered in Note 2, it seems likely an excursion or tour on sale to the public would be exempt from the seatbelt requirement, even though groups of more than three children were booked on to it.

Note 6: The commonly-held belief that rearward facing seats provide maximum safety without the need for seatbelts has not been recognised by this legislation. The rather unexpected effect of this omission is that on a vehicle to which these rules apply the maximum number of children that can be carried will be limited to the number of forward-facing (and belted) seats.

Although the 'three-for-two' concession has no part in the chart, its effect needs to be considered. The ability to count three children between the ages of five and 14 as two passengers has not been totally repealed. What the revised Regulations require is that, from 1 May 1996, on any PSV irrespective of whether it falls in-scope of the seatbelt rules or not, the 'three-for-two' concession cannot be applied to seats to which seatbelts are fitted.

Note it only applies to the actual seats, not the entire vehicle, so coaches having seatbelts fitted to exposed seats can still carry children three-for-two on all other seats, but not on those fitted with belts. It also creates the nonsense situation that, on any coach subsequently only partially fitted with seatbelts, as long as the adults sit on those seats (for there is nothing in the new rules to require the belted seats to actually be used by the children for whom they are intended!), the remaining seats can be used by children on a 'three-for-two' basis.



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News editor between a rock and a hard place

CBW has heard it said that, if you cut the Confederation of Passenger Transport's director of public affairs in half, you'd find CPT written all the way through him.

And it was none other than the man himself, David Watson,



who surreptitiously slipped this chunk of rock into the *CBW* news editor's hand as he left Sardinia House, which tends to suggest that the rumour might be well founded, if not completely correct.

Beat this for niche market

A HALDANE'S of Cathcart coach has ventured into West Lothian's version of the Bermuda Triangle — and returned to tell the story.

The vehicle was hired by the Glasgow Centre for Contemporary Arts for a sell-out tour of an area in central Scotland which lays claim to over 2000 spaceship and extra terrestrial sightings in recent years. Nevertheless, the contingent of ufologists returned

from their night-time sortie with no further addition to this tally.

However, there was at least one curious phenomenon. The coach had been due to pick up a councillor who has championed the so-called West Lothian Triangle theory, but he never showed up. "Must have been abducted," muttered one of the gathering to a journalist from *The Scotsman* newspaper.

Alfwiedersehen, pet

IT was a case of wuff justice for Alfie the border collie, even though he had enough common sense to catch the bus home. Here's the tail.

Alfie got so bored waiting for owner Laura Knight to select a birthday card (I know the feeling - Ed) that he decided to paws at his favourite lamppost. Then, when a bus pulled up alongside him, Alfie, being bone idle, snapped up the chance of a lift.

It was no howler, either.

He was on the right bus but, when he tried to disembark at the right stop, the driver was worried Alfie might get his collar felt by the dog catcher.

Being a pedigree chum, the driver gave Alfie a sandwich and took him to the police station at the end of his shift.

"I couldn't believe it," said Ms Knight. "Alfie's been a bit crazy in the past but this is amazing." Crazy? The dog must be barking.

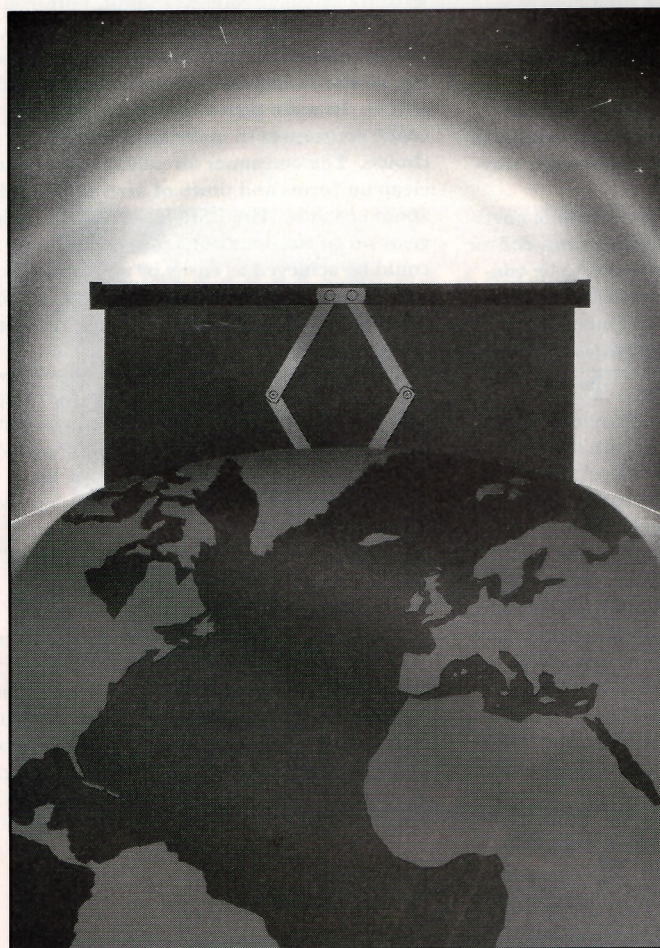
No, you can't have a copy

THE office staff at *CBW* get a good few laughs from the post every morning. We well remember the letter addressed to Coach and Bus Wig, though we are not sure which member of staff the writer was alluding to.

The latest round of chor-tles came when an Uxbridge man (you know who you are, you

Wally) wrote: "Dear Sir/Madam, I would like to acquire a copy of Mark Barton."

Sorry to tell you, NK, but they broke the mould after they produced our publishing director. What's more, there are no boys in his young family, so even a rough approximation is unobtainable.



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LETTER OF THE WEEK



Star-rate whole service

From Roger Batson

I read with interest Mark Williams' article 'Star Quality' recently. It raises some vital points for your industry.

The article illustrates well the industry's obsession with the vehicle, which is a major cause of its general low profitability. Let me illustrate the point.

Not long ago before I became involved in your industry, I went on a coach trip to Paris. When the coach turned up even I, as a mere punter, recognised it was a very expensive, nearly new vehicle. As I climbed on board I was greeted by a courier in a white (nearly) sweatshirt bearing the company logo and a "canteen medal". I then picked my way through the litter and found my seat.

When we reached the outskirts of Paris it rapidly became apparent we were lost, which added an hour to the journey. When we eventually found the hotel the driver, dressed in a dirty jump suit and smoking a cigarette, opened the luggage compartments and disappeared. The next time I saw him was while we were waiting to check in — he in the adjacent bar.

Needless to say, I for one have never used this operator since.

The point about this story is that you are in a service industry where customers want total service. They want the whole package, including a helpful telephone response to their inquiry, a secure booking backed up by accurate paperwork, to be picked up on time in a warm, comfortable, safe vehicle, to have the stated timetable adhered to and at all times to feel that your representatives know what they are doing, look the part and are friendly and helpful. Please notice that only one element is the coach —important,

yes, but only one.

When we fly we usually complain about the length of time it takes to check in or the late take-off time. As long as the plane meets basic standards how many of us know or even care whether it is a 747, Tristar, DC10 or Airbus? The airlines sell on total service.

At a recent Coaching for Profit seminar John Johnson gave a presentation on how he runs a successful coach operation. He emphasised that there are five building blocks which support his business.

- Tidy, comfortable, and reliable vehicles
- Smart, reliable, helpful and friendly drivers
- Good telephone operators who answer the phone promptly all day
- Efficient and reliable operations and admin systems
- A positive attitude from everyone in the company

Again, only one element is the coach itself. I believe you need a star rating system but not for the coach. You need it for the whole company. Staring us all in the face is also a way to do this. It is the ISO 9000 Quality Rating System. To win it you must know your market(s), package your offering(s) to suit, including the price and then deliver it consistently. The BSI will tell you that the kitemark is well recognised by the public and they understand its message.

Many of you have heard me say that your industry is facing a major opportunity to take a bigger share of the UK passenger travelling market.

However, to achieve it the public needs to be convinced that your industry can deliver a quality service to meet its needs to be convinced that your industry can deliver a quality service to meet its needs. The mechanism exists to help you do this and you don't have

of control and attitude has been achieved. Since that would clearly be impractical, we rely on the training industry to prepare drivers for a lifetime of safe driving and responsibility for the safety of passengers and other road users.

Inevitably training is expensive. All DSA requires is to be satisfied someone who will be licensed to drive a fast motorway coach with a manual gearbox is capable of doing so safely. I am not convinced we could do so by conducting a test in a mini- or midibus. There is nothing to prevent trainers using semi or fully-automatic gearbox buses, or shorter vehicles, to train drivers who are willing to accept those limitations.

Of course, we accept trainers will wish to use one vehicle to cover all categories for economic reasons, but, looking in the *CBW* classified advertisements, I cannot accept that suitable vehicles are not available. My colleagues would say there is no requirement for training vehicles to be so old and cheap they are barely capable of completing a test route. Happily

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Coach and Bus Week

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The editor is always pleased to receive letters for publication and, if requested, will publish these anonymously but all letters should include the author's full name (ie first name and surname), address and telephone number.

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to undertake a major brand awareness creation exercise for the public to recognise it. All operators have a fleet of coaches.

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Roger Batson
Peloton Management
Beaconfield
Bucks

● Mark Williams replies: I wholly endorse the thrust of Roger Batson's comments but, just as coaches are only one element of coaching, so star rating was only one element of the article. Its main thrust was about enabling coach consumers to make an informed choice. The consumer already knows about clean uniforms and times of arrival, but little about coaches. The BSI kitemark Roger suggests we go for does not address this issue. It could be achieved as easily by an operator with 57-seat Premieres as with 45-seat, air-conditioned Setras... vehicles which are not interchangeable.

Thoughts on training

From Philip Welsh

I was interested to read Brian Evans' letter (*CBW*, 17 February) about category D and D plus E tests and the difficulties of obtaining suitable vehicles for training and tests. The Driving Standards Agency conducts driving tests to ensure all drivers granted a full licence have demonstrated an ability to drive any vehicle with the category, safely. Minimum test vehicle (MTV) specifications were introduced to prevent small buses, which are relatively easy to drive, being used to obtain a licence to drive 12-metre, 74-seat manual-gearbox double deckers.

Passing the driving test is only one stage in the process of training to be a PCV driver. It could be argued that tests should be conducted on laden buses in operational conditions if examiners are to be certain a required standard

most buses presented to us to conduct driving tests in are maintained to a high standard, but there are still those about which bring no credit to the industry, just as some training schools think driver training is only about training people to pass a test.

Introduction of new categories and MTVs in 1993 removed the anachronistic use of 30 mph half-cabs for driving tests. The changes were introduced in recognition of the realities of driving PCVs in the 1990s. The coach and bus industry and members of it delivering training, precisely share DSA's objective of achieving high standards of safety on the roads. I cannot share Mr Evans' apparent conclusion that keeping training costs down should be allowed to jeopardise that.

Philip Welsh
Driving Standards Agency
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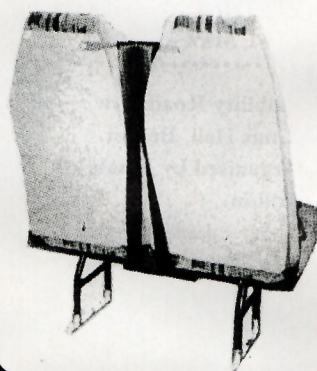
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IT'S been some time since an all-new coach plied Britain's roads. But now the AW Group is selling a Spanish-built chassis hailed as a world-beating product. Mark Williams sees EuroRider's origins first hand



Spanish workers assemble Iveco's class-challenging

The making of a world

IVECO'S claim that it now has the chassis to launch a serious assault on the UK coach market has yet to be proved. But, if you need convincing, take a tour of the Iveco Bus works in the docks industrial area of Barcelona...one of a line-up of 21 Iveco manufacturing plants and 13 research centres throughout Europe. At Barcelona, the focus is on the EuroRider coach and bus chassis, and focus is the operative word.

Deputy general manager Josep Roura and the army of engineering staff have taken the proverbial fighting bull by the horns. Having watched the old Pegaso factory go through state ownership, shared ownership and be tugged in all directions, it must have been a breath of fresh air when Iveco finally bought the lot, spent £550 million on site, and handed the Spanish workforce a showcase project to complete.

Drawing on the vast reserves of knowledge within the group, and the existing EuroTech truck range as a base, Barcelona has single-mindedly set about produc-



Backing a winner: the Iveco team, comprising AW Group commercial director Paul Cresswell; Ivecobus manager Harry Chambers; AW Group engineering director David Spoor; Iveco Spain deputy general manager Josep Roura; and AW Group sales director Alan Wilson



g coach and bus chassis

king of beater

ing a top-quality, low-weight coach chassis and, from what I saw and heard, has achieved its aims.

Some 600 kg has been removed from the projected weight of a conventionally-designed chassis, 300 kg of it from the chassis frame itself. That's more luggage, more luxury or more passengers for a British market with lower-than-usual axle limits. Engines that meet Euro 2 with ease, running gear that is already on truck parts stockists' shelves, and the back-up of 21 nominated service centres in the UK are the so-called 'bullet points' which are hoped to put Iveco firmly on the British coach operator's map.

It's an important market to Iveco, which contrasts with the market it currently enjoys in Spain. Out of 2,200 full-size chassis sold in its home market, Iveco has its badge on 1,300. What Iveco finds particularly galling is that the Spanish and British markets have great similarity. Last year, there were only two big orders for EuroRider in Spain, both of 100 vehicles or so. The rest of

the sales were made up of fives and sixes for small operators, which mirrors the UK situation.

That's why Mr Roura is hoping 50 of the 700 chassis destined to leave the Pegaso works this year will be in right-hand drive...more if non-European RHD is added. Iveco, he says, has the flexibility to build to order and, in conjunction with a chosen bodybuilder, produce precisely the configuration the operator wants. And that will hold true even in 1999, when Pegaso expects to be turning out 2,000 chassis.

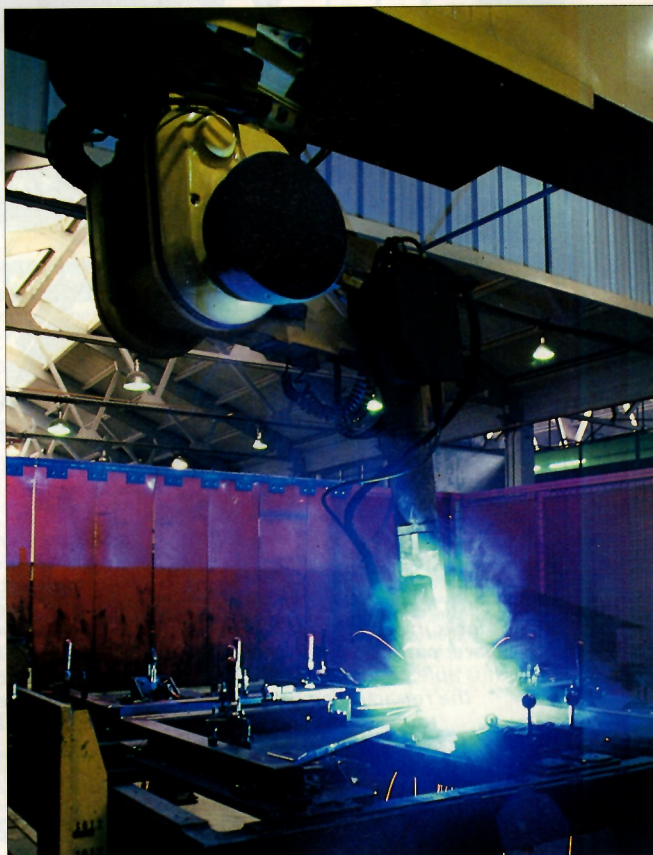
Flexibility was always the key to the British market. The Iveco EuroRider high-volume model is the 12-metre, two-axle chassis, but it is complemented by an 11.3-metre model, aimed at interurban bus. King of the current range is a 12-metre tri-axle, but there's every chance that — even in high-spec applications — its two-axle brother will win the full-size orders. It all comes back to that vital weight reduction again, which allows plenty of leeway for air-con, double glazing, toilets and the rest without coming too near the 10.5 tonnes rear axle limit, and having to add an axle.

This has been achieved at the design stage, using Computer Aided Design (CAD) to assess the strength of each part in minute detail, trimming weight and adjusting materials in what can only be termed cyberspace. Then comes the first prototype, manufactured so the performance of the virtual reality can be assessed against real steel and alloy. After adjusting

the CAD model, the computer can be used to turn out more accurate predictions and a better prototype. And the production product is even now being used to fine-tune the computer into reality.

CAD has also enabled Iveco and its body building partners to fine-tune weight distribution, which had the potential to affect axle limits as much as weight itself. The same goes for the engines, still going through testing in Spain and around the world. The options now are a 290 bhp turbo six-cylinder unit, and an altogether heftier beast, the 345 bhp. A low-powered, 260 bhp engine will also be available for interurban use, and a mighty 390 bhp is on the drawing board.

The choice of gearbox includes ZF S6-85 as standard on the 290 bhp, stronger ZF 8S-180 on the



The chassis get its first spot welds from a robot



Engineering on the front axle has reduced weight

345bhp, and ZF 5HP-600 automatic five-speed for the 290 bhp. An easy-shift is on the way. Telma is standard fitment on manual boxes.

Self-levelling air suspension system with ferry lift and kneeling capability incorporated, and the option of lower-profile tyres on the Interurban EuroRider to bring step height to within DPTAC 2 limits, give it a suspension system as sophisticated as any.

Braking on the front is provided by large, ventilated, twin discs with air-hydraulic actuation which Iveco claims has more 'feel' than full air braking. On the back, it's drums, and ABS and ASR traction control are standard.

At the end of my tour of the Pegaso assembly plant, its extremely imposing research facility, and the nearby chassis manufacturing unit, I had been impressed not only with the quality of work I saw done, the factories themselves, and the EuroRider 'ethos' but with the attitude of the staff. To Josep Roura, nothing's too much trouble because he recognises the individuality of the British coach market.

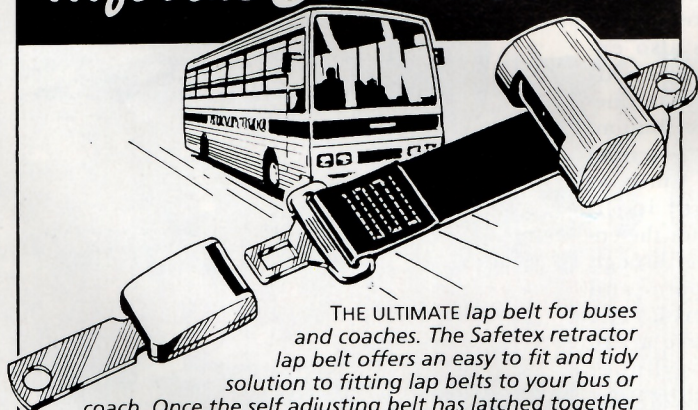
Whether Mr Roura in Spain, and Iveco Bus in the UK, the service network, and the sales expertise of Alan Wilson at AW Group in Leicester can give EuroRider a serious foothold in the UK market remains to be seen but, with a price which undercuts many less sophisticated chassis combinations, it certainly deserves a niche.

Of course, much of its success will depend on the bodywork, being produced for EuroRider by Beulas, and for EuroMidi, by Indcar — both in Spain. And if you want to know more about those products, watch this space next week.



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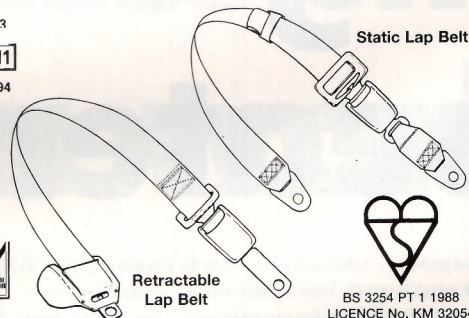
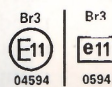
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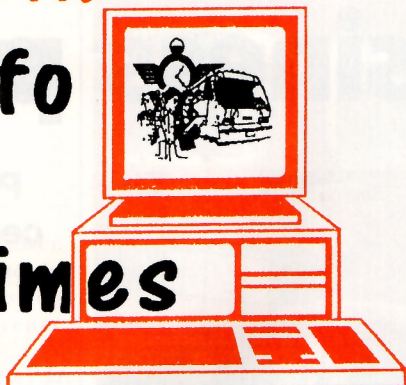
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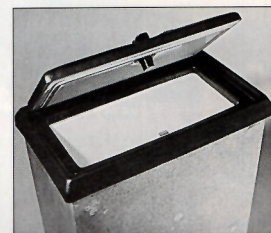
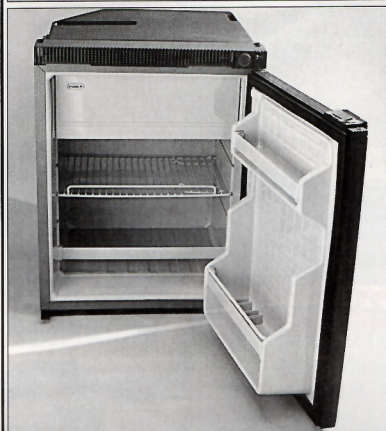
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49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white. M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange. M.O.T. SEPTEMBER 1996

1993 DENNIS JAVELIN CAETANO ALGARVE II 12M

53 recliners, beige/brown moquette, double glazed tinted windows, curtains, courier seat, power entrance door, finished duo blue. M.O.T. JANUARY 1997

1991 (August) LEYLAND SWIFT REEVE BURGESS HARRIER

37 seats, brown/orange moquette, power entrance door, finished all white. M.O.T. JULY 1996

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M

51/53 recliners, re-trimmed brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, finished cream/brown. M.O.T. NOVEMBER 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished all white. M.O.T. FEBRUARY 1997

1989 (August) LEYLAND TIGER 260 DUPLÉ 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white. M.O.T. SEPTEMBER 1996

NEW for '96

VOLVO B10M VAN HOOL ALIZEE

VOLVO B9M VAN HOOL ALIZEE

BOVA FUTURA FHD 12.330

BOVA FUTURA FLD 12.270

BOVA FUTURA FLC 12.275

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requirements now!*

1989 SCANIA K93 DUPLÉ 320 12M

55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white. M.O.T. NOVEMBER 1996

1988 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, drinks machine, fridge, wired TV/video, DAF power, TELMA retarder, finished white/green. M.O.T. DECEMBER 1996

1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, o/s rear sunken toilet, continental door, power entrance door, finished cream/red. M.O.T. JANUARY 1997

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey. M.O.T. JANUARY 1997

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, RETRIMMED grey/red moquette, courier seat, rear sunken toilet, continental door, tinted side windows, curtains, drinks machine, TELMA retarder, power operated entrance door, finished white. M.O.T. MARCH 1996

1987 (September) DUPLÉ 425 INTEGRAL 12M

57 seats, grey/red moquette, tinted side windows, curtains, power entrance door, Cummins power, finished all white. M.O.T. AUGUST 1996

1987 BEDFORD YMP5 (Cummins) PLAXTON PARAMOUNT 3200

26 recliners, red moquette, N/S rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, fridge, wired TV/video, power entrance door, finished cream/yellow/brown. M.O.T. NOVEMBER 1996

1986 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

52 recliners, brown/orange moquette, tinted side windows, curtains, courier seat, finished white/blue/orange. M.O.T. JULY 1996

1984 DAF DKFL VAN HOOL ALIZEE-H 12M

50 recliners, grey/red moquette, rear floor mounted toilet, continental door, tinted side windows, curtains, courier seat, water boiler, fridge, wired TV/video, power entrance door, finished white/blue/green. M.O.T. NOVEMBER 1996

1984 DAF DKFL VAN HOOL ALIZEE-H 12M

50 recliners, grey/red moquette, rear floor mounted toilet, continental door, tinted side windows, curtains, courier seat, water boiler, fridge, wired TV/video, power entrance door, finished all white. M.O.T. NOVEMBER 1996



VOLVO/PLAXTON

Conference business pays for



Premieres carry centre's corporate logo

ALTHOUGH Wrays of Harrogate still runs a number of Plaxton Paramount 3500s (*CBW*, 2 March), the fleet has been updated with six Premieres, including its latest delivery, which, as usual, is on Volvo B10M.

Managing director Malcolm Wray said the coach would be used on high-quality business travel, much of which was generated by the Harrogate Conference Centre. It will also be used on Wrays' own British and European tours throughout the year.

DENNIS/ALEXANDER

Alexander's great

IN addition to Bluebird (above right), another Greater Manchester-based operator now has 'personalised' registration plates but with the identical letters. Blue Bus of Horwich has added two new Alexander Dash midibuses to its 51-strong fleet, one of which is plated N5 BLU.

Although they replace two 1973 Alexander-bodied Atlanteans, the Dash/Darts are Blue Bus's first new Alexander-bodied vehicles. Managing director, Roger Jarvis, said: "We have 30 Alexander-bodied buses in the

fleet and are impressed with the durability of the alloy framing. Most of these were built in the late 1970s and early 1980s and are still structurally sound, which is why we ordered these new buses from Alexander."

Blue Bus is celebrating its fifth anniversary, having started in March 1991 with 10 vehicles serving the Bolton area. It now operates into central Manchester, as far north as Chorley, and its associate company, Yorkshire Blue, runs in Huddersfield and Bradford.



SCANIA/IRIZAR

Scania 'gets it right' wi

STEELS of Addingham, which has been operating for over 50 years, has a blend of modern styling and traditional livery on its new tour coach, which has been out and about the West Yorkshire townships to promote the company's tour programme.

Managing director Tim Steel

said the new Irizar-bodied Scania Century delivered earlier this month had already shown itself to be "the kind of vehicle that attracts attention."

He said: "I think Scania and Irizar have got it right and I'm hoping it will be a winner for them."



Wrays

by Mike Morgan

"This year, we have just taken delivery of a new £160,000 coach in anticipation of continuing business generated by the conference trade," Mr Wray said.

His recent participation in Harrogate's corporate stand at the Confex 96 exhibition confirmed his confidence, as many new business leads resulted.

Wrays has found the working relationship with the Conference Centre so valuable that its vehicles and drivers' blazer badges display the HIC logo. Wrays meets delegates to Harrogate at stations and airports and takes them for business visits or on a programme of day trips around the district.



MARSHALL & UVG

Something new, something BLU

A SET of BLU personalised plates identify the latest batch of buses to join the constantly updated fleet of Manchester-based Bluebird Bus and Coach.

Included in the batch is the Iveco 59.12 with UVG CitiStar bodywork which was displayed at Coach & Bus 95 last October. Now registered N7 BLU, this has been joined by identical sister, N17

BLU. Both Ivecos seat 27 passengers.

A slightly larger addition is a 10-metre Dennis Dart, N22 BLU. Bodied by Marshall, this 37-seat midibus is the largest bus bought new by Bluebird, which has continued its policy, dating back to 1988, of acquiring new vehicles each year.

The three latest vehicles meet Greater Manchester PTE specification.



SCANIA/WRIGHTS

MTL low-floor investment

MTL is investing £2.3 million in its first order for low-floor buses, which are scheduled to join its Liverpool-based fleet during the Summer.

The order is for 20 Wrights Access-ultralow buses based on Scania's DSC11-24-powered L113 chassis and bodied by Robert Wright of Ballymena. They have wide, single step entrance that kneels to a kerb height of just 200mm and provide seating for 41 together with 28 standees.

In a joint initiative with Merseytravel, MTL's low-floor buses will serve the 12/13 and 112/113 group of services which run along West Derby Road, Liverpool, to Stockbridge Village.

Real-time information will be displayed to passengers on the new buses and at new bus stops installed by Merseytravel.

Peter Coombs, MTL

chairman, said: "The new vehicles and the improvements to the bus stops along the route also allow us to provide passengers with extra information about arrival and departure times, which adds to the quality of the journey. Our research has shown this is really appreciated by passengers."

He said low-floor was the type of bus MTL would be buying in the future as it forged ahead to modernise its fleet.



th luxury Irizar

The Irizar is something of a departure from Steels' main 10-vehicle coach fleet used on a wide variety of work. It was swapped for a six-year old Plaxton/K93 with 53 seats and comes with Scania's Comfort-Shift gearbox and an executive spec which includes air-conditioning. Mr Steel said: "We've got to educate customers that these are luxuries they will have to pay more for."

Classified

Tel: 01733 467147 Fax: 01733 467154



ACE

1941 AEC MATADOR, ex Crosville (no seats), recovery vehicle, very good condition. £3,000. Tel: 0161 980 8516 or 01565 830079 (Cheshire). (62124/AEC)

BOVA

1984 BOVA FUTURA

Full exec, double glazing, two monitors, just been resprayed, seatbelts, G.S.M. fixed telephone, analogue mobile fax

£37,500 + VAT

P/ex with cash may be considered

Tel. 01273 748992

(62048/BOV)

BOVA FUTURA

1985, cherished plate, 49 reclining seats, centre toilet, video, drinks machine, water boiler, built with Merc V8 engine, MoT Dec '96, maintained at Mercedes dealership. Owned from new.

£30,000 + VAT

Contact Andy Gibbs

Biss Bros, Essex

Tel. 01279 681155

(60691/CS/BOV)

BEDFORD

BEDFORD PJK

29 seater, Plaxton coach, June 1977, tested November '96, new engine 12,500 miles, power door, excellent condition, loss of contract only reason for sale.

£2,250 ono

Tel. 01702 588344

(62140/BE)

E Reg

BEDFORD YNV Duple 320

55 seats and toilet/57 seats, Sept '96, grey moquette, wheeltrims, probably one of the cleanest.

£23,500 ono + VAT

Tel. 01492 640320

(61043/BE)

1986 BEDFORD YNV PARAMOUNT, 57 seats, refurbished interior, seatbelts, MoT 12/96, vgc, owner driver, £20,500 ovno + VAT. Tel. 01293 526758 (eves). (62026/BE)

1984 BEDFORD PJK PLAXTON SUPREME, turbo engine, power steering, fitted side chair lift, ex local authority. £5,750 + VAT. Tel: 01422 375893. (62144/BE)

BEDFORD

1986 BEDFORD YNV PARAMOUNT, 53 seats + crew, retrimmed, seatbelts, MoT Sept '96, vgc, £20,000 + VAT. Tel. 01258 817173. (62143/BE)

DAF

PLAXTON DAF 2305

H reg, 53 seats, 10 month test.

2 MB230 ALGARVES

F reg, toilet, TV, drinks, long test, choice of 2

Tel.

01484 545241

(62137/DAF)

1987 DAF MB Van Hool Alizee Super High, 53 recliners plus toilet, MoT August '96, good condition, £48,500 + VAT. Tel. 01892 833830 (Kent). Part exchange considered. (62261/DAF)

1985 DAF MB200 PLAXTON PARAMOUNT 3500, low driver, 53 reclining seats, Blaupunkt radio/pa, curtains, rear continental door, excellent condition throughout, very smart vehicle, taxed and tested. £36,950 + VAT. Tel. 01992 572409. (61230/DAF)

DOUBLE DECKERS



BRISTOL VRT, SERIES 3

1977, Alexander, dual door body, 70 seats, MoT till 8/96, very clean and tidy, must be seen, p/ex considered.

£3,750 + VAT

(62255/DD)

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Tel. 01892 833830

Fax. 01892 836977



1978/79/80 DAIMLER FLEETLINE

Gardner engine, single entrance.

75 seats, good MoT, choice.

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1977 BRISTOL VR

74 seater,

MoT Oct/Nov 1997.

Choice of 2

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(Gloucester)

(62038/DD)

V REG

FLEETLINE

New MoT, 75 seats, Northern Counties.

£6,000 + VAT

Choice of 4

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(62046/DD)

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PRESTON BUS

Preston Bus have a number of Northern Counties/Dodge Minibuses for sale due to purchase of new vehicles

Good overall condition • Retarders fitted
22/25 seaters • Fresh MoT • 1987/88

OFFERS ARE INVITED

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(62036/DD)

LEYLAND

1978

LEYLAND NATIONAL

Gardner engine, 49 seats, plus 24 standees, tachos, plus 5 MoTs for last 5 years, COIF in force, good tyres, good condition for year, choice of 2.

£3,850 + VAT each

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(62098/LE)

'C' Reg DODGE, Wadham Stringer Body

Ratcliff tail lift for disabled passengers, 29 seater or 24 + 4 wheelchairs, test Sept '96

£4,500 ono

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(62204/DD)

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FORD TAXIBUS, 8 + wheelchair, also Tourneo, 8 seater + 14, 15 & 16 available now. Tel. Blythwood Motors on 0141 221 3165 or 0141 639 6107 evenings.

(62258/FO)

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1 W reg, 1 V reg

Long tests, V reg new engine.

1 LEOPARD PLAXTON

49 seats (retrimmed),

V reg, 12 months MoT.

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(62136/LE)

1981 LEYLAND LEOPARD

WITH SUPREME V PARAMOUNT FRONT

12m, tinted windows, Webasto, re-panelled, re-seated, re-floored and new boot. New tyres, brakes, drums, chambers, transmission, engine, radiator.

£15,000

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557823

(62154/CS/LE)

1982 LEYLAND TIGER SUPREME VI

57 seats, tinted glass, wheeltrims, new gearbox & repanelled 12 months, all white with rubber mouldings, very clean.

£12,500 ono & VAT

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(61042/LE)

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As from 6th April, Coach and Bus Week will be **FULL COLOUR** throughout giving advertisers the opportunity to make an even greater impact. Below are a few examples of what's on offer.

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1980 FORD R1114 DOMINANT II, 53 seater, excellent runner. Ring with offers. Tel. 0111 223344.

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LEYLAND LEOPARD

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LEYLAND LEOPARD, 1981, Plaxton Supreme IV, 53 recliners, Telma, power door, tinted glass, MoT 14/4/96, £7,500 + VAT. Tel. 0121 706 5266. (62147/LE)

LEYLAND TIGER LAG GALAXY, 49 seater, full exec, taxed, new test, new gearbox, rebuilt engine, semi-automatic. £22,500 ono. Tel: 0802 801533. (62123/LE)

MAN



1985 'B' REG

M.A.N. SR280

53 recliners, September MoT, double glazed, carpet, just re-sprayed in white, excellent condition

£17,250

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We will listen to offers

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MINIS & MIDIS



1988/9 FIVECO 49.10 TURBODAILYLS

Carlisle MkII bodywork, 25 seats, automatic, some with saloon heating/power steering, fully prepared for service with new PCV MoT, fully body overhaul and thoroughly cleaned, excellent value from just £5,995 each.

Part exchange welcome.
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(62214/MB)



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Dormobile Routemaker bodywork, 25-seats, 5-speed manual, saloon heater, some with power steering, fully prepared for service with new PCV MoT, fully body overhaul and thoroughly cleaned, excellent value at just £6,995 each

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(62213/MB)

1989 (F) TIGER 290

L10 Cummins, ZF auto, Plaxton 3200, 53 recliners, double glazed, removable destination (Vultron), 2 very reliable vehicles, one for sale (your choice).

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Roger Jarvis (61049/LE)

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1986/7 D FREIGHT ROVER

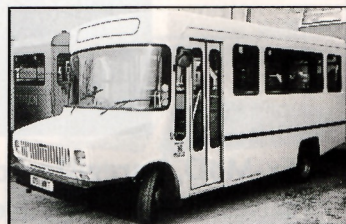
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29-seat coach, Reeve Burgess bodywork, full size coach seats, small luggage boot, power door, price includes new PCV MoT, body overhaul as required and respray in any one colour, ideal dual purpose vehicle at just £6,995

Similar 21-seat 608D buses available at £5,995 each

Part exchange welcome.

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(62209/MM)



1988 F IVECO 49.10 TURBODAILY

15-seat coach, Devon conversion, full-size luxury seats in brown chevron moquette with armrests, luggage racks, stereo, resprayed in plain white, partial repanel, soft trim interior, new PCV MoT, very good interior specification, £4,995

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(62211/MB)

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Leyland Daf 400 LWB H/roof PAS Diesel lux h/spec minibus,

16 high back seats on tracking, soft trim, tinted windows, parcel racks, quad vent, rear saloon heater, lowered entrance step, radio cassette + 8 speakers, 4 interior lights with dim facility etc.

Price £18,995 + VAT+RFL.

As above Turbo

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**Ford Transit - Luxury 14 seat minibus,
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(61235/MB)

ERRINGTONS

FOR



TOYOTA

OPTIMO

**NEW TOYOTA OPTIMO III GL, 21 seats, grey interior,
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A few remaining at pre-increase price, showing a saving of £3,650 + VAT.

Don't miss this last opportunity.

1992 K TOYOTA OPTIMO II GL, 21 seater + courier, radio, grey interior, finished all white,
MoT Nov 1996£29,500 + VAT

1976 BEDFORD 330, 6 cylinder diesel, high speed gearbox, Faro II 20 seater, fitted power door &
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412 MERCEDES, 16 seater, luxury, seatbelts, 1 week

USED

1993K 814 MERCEDES PLAXTON BEAVER, 33 seats, luxury

1990H TOYOTA OPTIMO, 21 seats, luxury, tv, etc

1988 MERCEDES 407, 15 seats, seatbelts

1987 MERCEDES 609, 18 seats, van doors, would suit tail-lift (new test)

1987 MERCEDES 609, 22 seats, luggage pen, power door, coach seats,
destination equipment

(60802/MB)

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+ 1 wheelchair, with ramps,

side hinge door, body & mechanics

in excellent order.

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(62057/MM)

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seater with seatbelts, PSV tested,
reasonable condition, ideal for school
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16 seater, 2.5 Di engine and 5 speed
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Coach and Bus Week ending 23 March 1996

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reconditioned engine, power steering,
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entrance, petrol, 5 speed, MoT July
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conversion, high roof, front entrance, full seat
belts, moquette seats, soft trim interior
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18 seats plus courier seat,
normal spec, white exterior

Price £17,000

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sunken toilet, water boiler, fridge, wired for TV and video, MoT 3/97
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(62025/VO)

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53 seats, courier seat, MoT February 1997,
choice of two **£14,000**

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- 1993 VOLVO B10M, Plaxton Premier 3200**, 53 reclining seats and courier seat, mint condition, choice of two.
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- 1991 'J' TOYOTA, Caetano Optimo**, 21 seats, single monitor and video, fridge, water boiler. A superb example of this very popular model. Exterior re-painted white. A special lease package available with this vehicle.
- 1990 MERCEDES 811, Automatic, Reeve Burgess**, 33 seat bus spec, plus 6 standees, very clean and tidy, ready to work.
- 1990 DAF SB3000, Caetano Algarve II**, 51 reclining seats and courier seat, wired for video, rear nearside saloon toilet, very long MoT, immaculate condition, available immediately.
- 1987 MERCEDES BENZ 811D MIDICOACH**, 27 high back luxury coach seats, MoT October '96.
- 1987 LEYLAND ROYAL TIGER, Van Hool Alizee**, 51 reclining seats and courier seat, rear saloon toilet. Very long MoT. Exterior white.
- 1987 OPTARE CITY PACER AUTOMATIC**, Volkswagen diesel, bus spec, 25 seater.
- 1986 SETRA S228D, Double Deck Coach**, 74 reclining seats, crew seat, toilet, water boiler, video, monitors. Available immediately. Dateless registration plate. Can be painted in your own livery.
- 1986 DAF MB230, Duple 340**, 53 reclining seats, toilet, water boiler, tv, monitor and video.
- 1985 DAF MB200, Plaxton Paramount**, 49 reclining seats, drinks machine, wired for video, toilet at rear offside. New MoT.
- 1984 LAG Panoramic**, 49 reclining seats, toilet, wired for video, in nice clean condition, available immediately.
- 1983 LEYLAND TIGER 245, Plaxton 3500**, manual gearbox, 49 reclining seats, courier seat, rear offside continental door, toilet, water boiler. Sold with new MoT.
- 1981 VOLVO B58 12 metre, Plaxton Supreme**, 57 seater, power door, very clean inside and out, available immediately.
- 1980 VOLVO B58 11 metre, Plaxton Supreme**, 53 seater, power door, grey/red interior. New MoT.
- 1979 VOLVO B58 12 metre, Plaxton Supreme**, 53 seater with courier seat, power operated door.

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- 1982 VOLVO B10M**, Van Hool Alizee, 49 seater exec.
- 1983 VOLVO B10M**, Paramount 3200, 50 seater exec.
- 1984 LEYLAND LEOPARD**, Paramount 3200, 57 seater.
- 1982 VOLVO B58**, Plaxton Supreme, 53 seater.
- 3 x LEYLAND LEOPARDS**, 53 seaters, 1973 to 1980.
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(62039/VSM)

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X reg Leyland Tigers, semi-auto, 11 metres, fitted 53 seat Plaxton Viewmaster bodies. **£14,000 each**

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35 SEATS	45 SEATS	57 SEATS

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1989 (F) DAF SB2300 DUPLÉ 320, double glazed, Telma, 57 reclining seats, all white. MoT January 1997**£44,500**
1987 (D) DAF SB2300 DUPLÉ 340, 53 reclining seats & crew, centre toilet, continental door, all white. MoT July 1996**£43,500**
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1985 (PP) DAF MB200 PLAXTON 3500, 49 reclining seats plus crew, rear continental door, sunken toilet, wired for TV, video and drinks machine. MoT March 1997**£49,500**
1984 (A) VOLVO B10M PLAXTON 3200, 53 reclining seats and crew, Telma, double glazed, retrimmed, stretch panels fitted, in two-pack white**P.O.A.**
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PAULTON, AVON

(62030/VSM)

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1987 Mercedes 609D, 19 seats. MoT 'til Nov '96**£12,750**

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(62023/VSM)

1982 VOLVO B10M VAN HOOL ALIZEE, 49 seater exec.

1983 VOLVO B10M PARAMOUNT 3200, 50 seater, exec.

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1982 VOLVO B58 PLAXTON SUPREME, 53 seater.

3 x LEYLAND LEOPARDS, 53 seaters, 1973-1980.

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(62100/VSM)

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MERCEDES SPRINTER 312, lux 15, hi-roof, turbo.

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NEW TRANSIT, 8 seat taxisub, 1 wheelchair.

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NEW DAF 16, high roof, PSV, power steering.

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93 MAZDA, 14 PSV, delivery mileage only.

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93 MERCEDES 709, 29 dipse p.seats, p/door.

92 TRANSIT 16 DIESEL, PSV, belts.

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90 TRANSIT LWB, petrol, 12 seat.

90 TRANSIT LWB, 12 seat diesel PSV.

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90 H TRANSIT, 16 diesel PSV.

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88 TRANSIT, 14 diesel, PSV.

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88 MERC 23, coach spec.

88 TRANSIT 12, diesel, psv, swb.

88 MERC 609, coach spec, 23 seats.

88 TRANSIT, diesel, 11 psv, swb.

88 F MERCEDES 709, 21 seat, coach spec.

88 FREIGHT ROVER, 16, diesel, PSV coach spec.

88 TRANSIT 12, petrol, tested.

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86 VOLVO B9, 38 + 18 PSV Plaxton, coach seats.

86 SETRA DOUBLE DECK, exec.

86 PLAXTON 4000, DOUBLE DECK, exec, Gardner engine.

86 VOLVO B10 PLAXTON 3200, 53, tested, v. tidy.

86 VOLVO B10 ALGARVE, 51, exec, toilet.

86 IVECO, service, 19 + standees.

86 SCANIA PLAXTON 4000, d/deck, 71 seats, manual.

85 C SETRA EXEC, new test, 49 or 53, toilet.

85 MERC 609, p/door, service bus, 21+6 standees.

84 MAN VAN HOOL ASTRON, 61, toilet, TV.

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82 BEDFORD PLAXTON, 28, p/door.

82 VOLVO B10 JONCKHEERE, 55 seats.

81 LEOPARD EXPRESS, coach seats, tested.

80 FORD, 35 seat Duplex II.

79 FORD, 35 seat, Duplex II, Turbo 6 speed.

79 LEOPARD DUPLÉ, 57 seats, tested.

78 LEYLAND LEOPARD EXPRESS, 53 seats.

76 VOLVO PLAXTON, 8 speed bus, 53 seats.

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1993 SCANIA K113 Plaxton Premier 3500, 49 seats, video, toilet, drinks, long MoT**£105,000 + VAT**

1993 TOYOTA OPTIMO, 18 seats, video, drinks, long MoT**£35,000 + VAT**

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(61388/VSM)

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1985 PLAXTON PARAMOUNT 3200, powered by Leyland Tiger, 46 reclining seats, toilet, 9 months MoT, semi-auto, taxed.

1979 (V) PLAXTON SUPREME, Bedford 500, express doors, 53 seats, taxed and MoT'd.

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(62089/VSM)

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MONOPOLIES AND MERGERS COMMISSION REPORT ON THE SUPPLY OF BUS SERVICES IN MID AND WEST KENT

Following the acquisition by British Bus PLC of Einkorn Ltd and Maidstone and District Motor Services Limited, these companies have now given undertakings to the Secretary of State for Trade and Industry concerning access to the Pentagon Bus Station in Chatham and designed to prevent anti-competitive behaviour in operating local bus services. These undertakings supercede those previously agreed in August 1995.

Copies of the full text of the undertakings are available from

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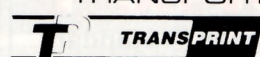
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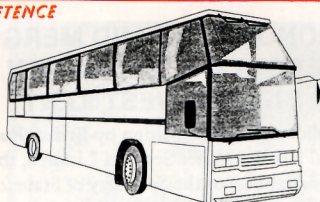
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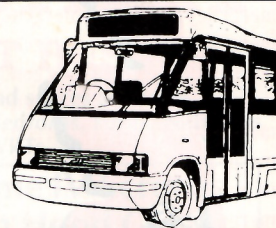
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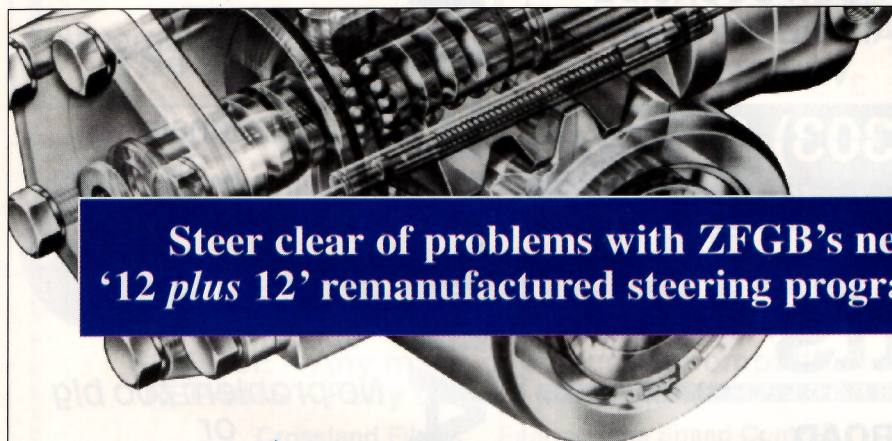
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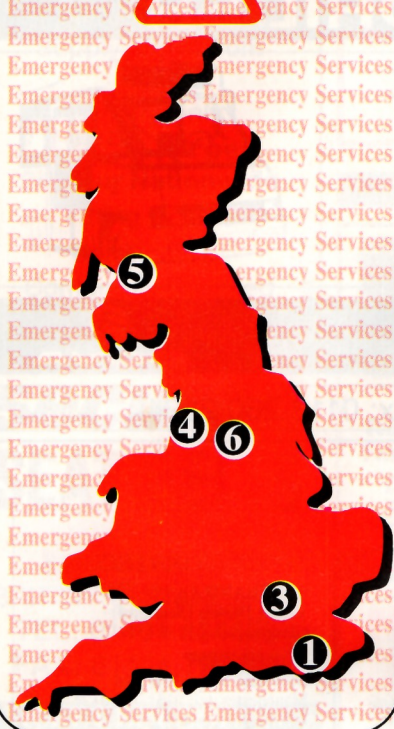
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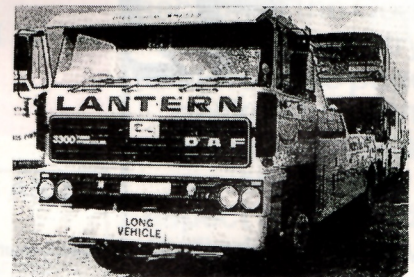
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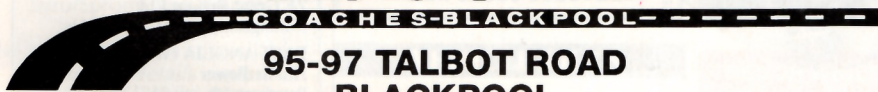
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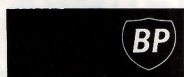
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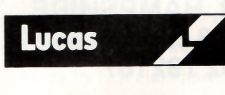
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Kevin Wilde of Mitcham Belle Coaches

was happy to report that a position within the company was filled due to advertising in **Coach and Bus Week**

Coach and Bus Week ending 23 March 1996

Say you saw it in **CBW**

▼ Insurance

Key positions filled

Major acquisitions 'show commitment to industry'

CHAPMAN Stevens insurance brokers managing director **Brian Chapman** has a new right-hand man - **Chris Vander** (right), formerly of Hamilton Barr.

Mr Vander joins Chapman Stevens as deputy managing director, but is not the only acquisition from Hamilton Barr. Chapman Stevens also bought its 'Your Coach Holiday Insurance' scheme

by Mark Williams

shortly after Mr Vander's appointment.

To complete the team, **Andrew Day**, from



Cork Bay & Fisher, has been appointed to handle business development - previously undertaken by **David Sellars**, who recently left the company.

"This is major acquisition for Chapman Stevens and reinforces our position as leader in this developing market," said Mr Chapman. "These key appointments underline our total commitment to the coach travel industry."



▼ Coach and Bus

Leighton at TruTac

TACHOGRAPH analysts TruTac - who use computers to double-check discs - have appointed **Rodney Leighton** (above) sales manager.

Mr Leighton has a background in freight

management and has worked not only in the UK but in North America, more recently as a consultant. He will be based at TruTac's headquarters in Coventry.



▼ Government

Another 18 months at MMC for Dean

DEPUTY chairman of the Monopolies and Mergers Commission, **Peter Dean**, has secured the position for another 18 months. Mr Dean, 56, is a freelance

business consultant and former executive director of The RTZ Corporation. He has been deputy chairman of the MMC since March 1990.



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Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

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IT IS IMPORTANT TO ANSWER THE FOLLOWING QUESTIONS. THANK YOU FOR YOUR HELP.

YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director	<input type="checkbox"/> 01
Senior/General Manager	<input type="checkbox"/> 02
Engineering/Service Manager	<input type="checkbox"/> 03
Other. (please specify)	<input type="checkbox"/> 04

2. What is your company's main business function?

Bus Operator	<input type="checkbox"/> 01
Coach Operator	<input type="checkbox"/> 05
Coach & Bus Operator	<input type="checkbox"/> 02

Local Government	<input type="checkbox"/> 03
Other (please specify)	<input type="checkbox"/> 04

3. How many vehicles does your company own/operate? (Tick all that apply)

	Buses	Coaches
1-5	<input type="checkbox"/> 01	<input type="checkbox"/> 10
6-10	<input type="checkbox"/> 02	<input type="checkbox"/> 11
11-15	<input type="checkbox"/> 03	<input type="checkbox"/> 12
16-25	<input type="checkbox"/> 04	<input type="checkbox"/> 13
26-39	<input type="checkbox"/> 05	<input type="checkbox"/> 14
40-100	<input type="checkbox"/> 06	<input type="checkbox"/> 15
101-400	<input type="checkbox"/> 07	<input type="checkbox"/> 16
401-1000	<input type="checkbox"/> 08	<input type="checkbox"/> 17
1000 +	<input type="checkbox"/> 09	<input type="checkbox"/> 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following? (Tick all that apply)

	Pur	Spec	Rec
Vehicles	<input type="checkbox"/> 01	<input type="checkbox"/> 12	<input type="checkbox"/> 23
Parts/Spares	<input type="checkbox"/> 02	<input type="checkbox"/> 13	<input type="checkbox"/> 24
Oil/Fuel	<input type="checkbox"/> 03	<input type="checkbox"/> 14	<input type="checkbox"/> 25
Breakdown	<input type="checkbox"/> 04	<input type="checkbox"/> 15	<input type="checkbox"/> 26
Insurance/Finance	<input type="checkbox"/> 05	<input type="checkbox"/> 16	<input type="checkbox"/> 27
Fuel Cards	<input type="checkbox"/> 06	<input type="checkbox"/> 17	<input type="checkbox"/> 28
Training	<input type="checkbox"/> 07	<input type="checkbox"/> 18	<input type="checkbox"/> 29
Venue/Attraction Tickets	<input type="checkbox"/> 08	<input type="checkbox"/> 19	<input type="checkbox"/> 30
Ferry Crossing	<input type="checkbox"/> 09	<input type="checkbox"/> 20	<input type="checkbox"/> 31
Hotel Bookings	<input type="checkbox"/> 10	<input type="checkbox"/> 21	<input type="checkbox"/> 32
Theatre Tickets	<input type="checkbox"/> 11	<input type="checkbox"/> 22	<input type="checkbox"/> 33
Other. (please specify)	<input type="checkbox"/> 34		

5. What type of work does your company undertake?

(Tick all that apply)

Private Hire	<input type="checkbox"/> 01
Day Excursions	<input type="checkbox"/> 02
British Tours	<input type="checkbox"/> 03
European Tours	<input type="checkbox"/> 04
Local Government Contracts	<input type="checkbox"/> 05
Emergency/Breakdown Services	<input type="checkbox"/> 06

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Ref: 6864

£91,250

VOLVO

1995 M Volvo B10M Premiere 320, 53 reclining seats,

Exterior Cream and Red, Interior Duo Brown Moquette, Radio, Pa, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Double Glazing, Webasto, Tinted Windows, Blinds and Crew Seat.

Ref: 6842

£130,950

1995 M Volvo B10M Jonckheere 45, 49/53 reclining seats,

Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door and Crew Seat. CHOICE OF FIVE (5) VARIOUS SIMILAR VEHICLES.

Ref: 6945

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Ref: 6931

£126,500

1994 L Volvo B10M Jonckheere, 51 reclining seats,

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door and Crew Seat.

Ref: 6884

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1994 L Volvo B10M Jonckheere 45, 49/53 reclining seats,

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Ref: 6623

£137,500

1994 L Volvo B10M Jonckheere 45, 49/53 reclining seats.

Exterior White, Interior Multi Moquette. Radio, PA, Stereo, W/Discs, Driver operated door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Soft Trim, Air Suspension.

Ref: 6620

£137,500



1993 L Volvo B10M Premiere 320, 53 reclining seats,

Exterior White Blue & Orange, Interior Grey, Blue & Orange Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Double Glazing, Tinted Windows, Curtains and No Rack Doors.

Ref: 6922

£111,950

1993 L Volvo B10M Premiere 320, 49 reclining seats,

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Ref: 6924

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Ref: 6682

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